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MOTORSPORT NEWS

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THE STAR DRIVER

Tin-top king Andy Rouse quizzed



THE CARS

We look at the stage and track icons

THE WINS

When Ford ruled Le Mans



THE MN POLL
Help us pick out your favourites

Title winner halts Toyota and Roanperra's hot streak with glory on Jyvaskyla event

TANAK BUOYED BY HYUNDAI'S RETURN TO FORM WITH RALLY FINLAND VICTORY



Tanak flew to victory



The Estonian took second win of the year

By Matt James

Hyundai driver Ott Tanak has hailed a "special" victory on Rally Finland as he has vaulted up to second place in the World Rally Championship.

The Estonian led from the opening stage of the event and fended off a late charge from Toyota's Kalle Roanpera to secure his second victory of the 2022 campaign.

The 34-year-old said: "There have been quite a few wins in my career, but this is definitely up there with the best. I can't say I was completely happy with the performance of the car, but will still managed to set a good pace."

Tanak is 94 points adrift of table-topper Roanpera.

Full report, page 14



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COMMENT



Photo: Motorsport Images, Hyundai, Paul Lawrence, Jakob Ebrey

Fords to the fore in a halcyon period for the British Touring Car Championship in 1990

ROLLING BACK THE YEARS WITH FORD

In Motorsport News this week, we reflect on all that is great about Ford in motorsport. It is a huge topic, and we have hand-picked some highlights from the Blue Oval's decorated history on the circuits and on the stages.

What is notable about the products that it has used for competition is the longevity that its machines have earned. Just look at the high appeal of the Ford Escort Mk2 in rallying, or the Kent-engined Formula Ford category, which is still going strong some five-and-a-half decades after it first hit the circuits.

Then look at sportscars, where the iconic GT40 has recently been immortalised on the silver screen with the Le Mans '66 film. Then consider the ultimate Group A tin-top racer, the Ford Sierra RS500.

All of these machines have been icons of their time, the poster pin-up machines that have adorned 1000s of bedroom walls for younger motorsport fans.

Ford could be seen as a firm that has 'dallied' with motor racing. Motorsport is, or course, cyclical. Often the firm would come into a category with a blaze of glory, take some silverware and then turn its attentions elsewhere. That is probably only so evident with Ford because it has been around for so long and has turned its attention to so many different disciplines of competition.

Unlike a lot of other manufacturers that are involved in motorsport, the link between what is going on in the global road-car markets has more effect for the Blue Oval than it does for perhaps any other firm. And it has been very aware of that in the past. When the markets slump, spending cash on motorsport is one of the first things that the board will bring under the spotlight.

Motorsport News has taken a look at Ford and highlighted some of its most memorable cars and achievements. It can't do anything other than put a smile on the face.

The incumbent of the readers' Q&A hot seat is a man who drove Ford to huge tin-top success in the 1970s and 1980s, Andy Rouse. We also uncover the remarkable story of how he was recently reunited with his 1989 British Touring Car Championship racer, which is now owned by charismatic national racer Michael Caine.

Elsewhere in this issue, we have all the action from the World Rally Championship's return to Finland last weekend, where Hyundai's Ott Tanak managed to stem the tide from Toyota by taking his second victory of the season. While that might have finally put paid to Toyota's Kalle Rovanpera's run of glory, his inevitable march to a maiden World title was galvanised with a second-place finish. There are five rounds remaining in 2022, and the young Finn seems to be a shoo-in for the crown.

Matt James

Editor, Motorsport News
matt.james@kelsey.co.uk



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RACING NEWS



The Australian is a highly regarded up-and-coming F1 talent



Piastri has tested for the Alpine F1 squad

McLAREN AND ALPINE BEGIN BATTLE OVER OSCAR PIASTRI'S SERVICES FOR 2023

Australian rising star in a tug-of-love between two teams over his destination for next season

By Matt James

Up-and-coming racer Oscar Piastri is at the centre of a bitter row that has erupted over the last seven days in a silly season controversy between Alpine, the 21-year-old driver and McLaren. Shuffling in the 2023 driver line-up was

sparked when Alpine driver Fernando Alonso announced that he had signed for Aston Martin for next term. Alpine put out an announcement on Tuesday last week that it would promote its test driver Piastri to the race seat alongside Esteban Ocon, who has a long-term deal with French team. Piastri, an FIA F3 and F2 champion, put out a statement on social media

refuting that he had inked a deal. In a tweet, he said: "I understand that, without my agreement, Alpine F1 have put out a press release late this afternoon that I am driving for them next year. This is wrong and I have not signed a contract with Alpine for 2023. I will not be driving for Alpine next year." Alpine has reacted angrily to this, and

has stated that it believes it has a legally binding deal for Piastri, who has been a Renault Young Driver since 2020, to remain with the squad. If Alonso had remained with Alpine, it is thought that the French firm would have made a commitment to place the younger driver with another team, possibly Williams. Piastri's statement has also strengthened

rumours that he will cut ties with Alpine and instead head to McLaren to take over the race seat from Daniel Ricciardo in 2023. Ricciardo's slump in form in 2022 has been under the spotlight and it is thought that the current driver would take a pay-off to release him from the last 12 months of his race deal and that would allow Piastri to step into his shoes.

HONDA EXTENDS ITS RED BULL RACING SUPPORT THROUGH TO THE END OF 2025

Honda will continue to support Red Bull Racing with its grand prix powerplants for the next three seasons through to the end of the current regulations. The Japanese giant reversed out of F1 at the end of 2021 but tied up an agreement with the Milton Keynes team to continue to supply engines and engineering support

in the short term. That support will now last through until the end of 2025, which has been made simpler by a freeze on engine developments until the new rules come on stream. A statement issued by both Honda Racing Corporation and Red Bull last week said: "While Honda's official

withdrawal from F1 allowed the company to divert power unit development resources towards meeting the company's future carbon-neutral goals, the ongoing agreement with Red Bull does not involve development, and HRC will be able to continue its collaboration with Red Bull from within its current resources."

While Red Bull has created its own power unit division, this deal means that it can focus on other aspects while Honda looks after the motor. Red Bull is in talks with Porsche concerning an engine supply tie-up, which could come on stream in 2026. Confirmation of the tie-up was expected soon but has been delayed.



The BMW M has been testing

ALBON SECURES LONG-TERM FUTURE WITH WILLIAMS IN F1



Alex Albon has inked a deal that will keep him in the Williams F1 seat

Alex Albon has signed a multi-year deal to remain with the Williams F1 team into 2023 and beyond. The London-born Thai driver spent a season and half with Red Bull Racing in 2019 and 2020 before being stood down from grand prix racing in 2021, when he contested the DTM instead. Although he was still under contract to Red Bull, its decision to extend Sergio Perez's contract alongside Max Verstappen in the top team meant that Albon was free to commit his long-term future to Williams. Albon has scored points on two occasions this season – the Australian GP and the maiden race in Miami – and

is 19th in the points table. The precise length of Albon's new deal has not been revealed. Albon said: "The team are pushing hard to progress, and I am really motivated to continue on this journey. I look forward to seeing what we can achieve as a team in the remainder of this season and next year." The contractual wrangles between Alpine and McLaren over Oscar Piastri's future mean the identity of Albon's team-mate is less clear. Incumbent Nicholas Latifi is expected to leave F1 at the end of the year. Mercedes driver Nyck de Vries is favourite to land the drive.

BMW CONFIRMS A LINK-UP WITH WRT FOR SPORTSCARS

BMW has confirmed that the highly successful WRT endurance racing team will operate its LMDh hypercar in the World Endurance Championship when it joins the category in 2024. Belgian team WRT has had a long association with Audi but confirmed last week that it has parted ways with the Ingolstadt firm. It will instead operate the BMW M Hybrid V8 as it makes its first bid for overall glory at Le Mans since 1999. WRT team boss Vincent Vosse said he was extremely happy with the start of this new partnership with BMW M Motorsport and described the step up to LMDh as the logical next step for the team. "We are not only thrilled about the challenge ahead but also thankful for BMW M Motorsport's trust in us," said Vosse. "I can still remember when BMW M Motorsport won at Le Mans in 1999, as I was one of the drivers of the team in the neighbouring [pits]. We will work hard to repeat these moments and live them together."

MORE IN THE F1 COFFERS ALREADY IN 2022

Formula 1 bosses have confirmed that revenue for the sport this year is 49% up on the corresponding period in 2021. For the period between April and June, both 2021 and 2022 featured seven F1 races. Twelve months ago, a number of races were being held in front of limited crowds as the effects of Covid were still being felt. Also, corporate hospitality was still limited. In the 2022 second quarter, F1 revenue jumped from \$501 million to \$744 million. That revenue comes from promoters, broadcasters and sponsorship. The was an operating loss of

\$43 million for Formula 1 in the early part of 2021 while this year, it was a profit of \$49 million. A statement from Liberty Media, the owner of F1, said: "Race promotion revenue increased due to higher fees generated from the different mix of events held and contractual increases in fees. Media rights increased due to growth in F1 TV subscription revenue and increased fees under new and renewed contractual agreements. "Sponsorship increased due to the revenue from new sponsors and higher race-specific revenue generated from the different mix of events held."



Formula 1 is returning to revenue levels similar to pre-Covid days



Clutton and Cook (c) formed new duo

ENDURO'S NEW MERCEDES EFFORT

British GT frontrunner Marcus Clutton and his Enduro Motorsport outfit started a new race-winning partnership at Silverstone's recent GT Cup round in a Mercedes GT3 with 18-year-old Hugo Cook.

Clutton and Enduro usually race a McLaren 720S GT3, and at Silverstone Clutton driving alongside Cook – who has Britcar and TCR experience – took a race win and two other overall podium finishes. They will also race in GT Cup's remaining two 2022 rounds.

Clutton told MN: "We've come with a late deal with Hugo, a new hot-shot kid, he needs somewhere to learn the trade so we came here [Silverstone] with him. It's been an interesting weekend, the car turned up here Friday morning, 0200hrs, I've never seen the car before."

"[It's] amazing for Enduro, proof that we can run other things quickly, we're not just all about running one McLaren. It's maybe the start of a new chapter."

"His dad's got a cool collection of cars, he [Hugo] seems to enjoy the Mercedes and we're going to pursue that."

Cook told MN: "He's [Clutton] a quick driver, and you can't really find that and someone who has a team as well. And the fact that he was available, he had the entry, it all made sense."

"GT is what I've aimed for ever since I got interested, so I'm hoping to stick with it."

FULLICK'S UKRAINE RELIEF TRIP

Team Brit's Britcar Trophy racer Paul Fullick has just returned from his latest relief trip to Ukraine's war zone using a van belonging to the all-disabled team.

Former army officer Fullick was in a Ukraine Sunflower Aid convoy taking baking equipment to a recently bombed Kyiv bakery that supplies bread to the Ukrainian military and locals.

Fullick told Motorsport News: "At the beginning of the war a friend texted me to say that there was a guy in a pub who was trying to get some drivers together to potentially take some aid out, and would I come along in an advisory capacity because I'm a lorry driver and I work a lot in Europe."

"I ended up becoming one of the founders of the charity that we then did trip after trip. Before long I became one of three people organising it. To date we've done just over 400 tonnes of aid; about £4 million worth of medical equipment."

"And at the very beginning I phoned [Team Brit boss] Dave Player and said 'any chance you know someone with a van?' And Dave was straight out of the box, 'take our van!' The Team Brit van has been twice now."

"The people are really resilient, they are in the mindset that they are going to have everything back under control within the next year."



Team's van helped

ORANGE RACING SEEKS BRITISH GT ENTRY

GT Cup's championship leader wants to add British GT programme in '23

Photos: Jakob Ebrey, Porsche Motorsport



Orange and O'Brien are looking to add British GT to 2023 schedule



Orange McLaren pair are top of the pile in GT Cup this year

By Graham Keilloh

Orange Racing's GT Cup championship-leading duo Simon Orange and Michael O'Brien want to expand into British GT next season with their McLaren 720S GT3.

Orange and O'Brien race as a Pro-Am duo in GT Cup's frontrunning GT3 contest and lead the overall standings, having raced separately for Orange Racing in GT Cup last season, Orange in a Ginetta G55 and O'Brien in a McLaren 570S GT4. McLaren factory driver O'Brien fought for 2020's overall British GT title driving a Team Rocket RJN McLaren GT3.

Orange told Motorsport News: "We'll probably give British GT a shot as well [in 2023], so we might do both series [British GT and GT

Cup] and see if we can give those boys a run for their money."

"I like this [GT Cup] format, it's so much fun, but I think British GT's next. We're excited for it."

O'Brien added to MN: "Busy year next year, just keep trying to do well, keep winning and try and get those championships."

"I just want to do anything that we can win really. British GT's a great series, I would be delighted to go back to that, and equally as delighted to do this [GT Cup]."

"I feel like the only reason why we're doing it [British GT] would be to win so there would be no excuses if we didn't, that's definitely the goal and the target. We've proven ourselves against the British GT race winners and championship leader this year [Ian Loggie], and it's all looking good."

KEEN IN GT CUP OUTING

British GT star Phil Keen had his latest GT4 Mercedes outing 10 days ago in Silverstone's GT Cup meeting racing alongside Jon Currie in a Make Happen Racing entry.

British GT record race-winner Keen, who usually competes in Lamborghini GT3 equipment, made his Mercedes GT4 race debut when winning last month's 24 Hours of Portimao.

At Silverstone Keen and Currie finished eighth in the GTH class in the opening two-driver race, then Currie crashed out early in the second.

Keen told Motorsport News: "Chris Moore rang me on Wednesday and said will I come and help these guys on Thursday? Came up to give them a hand and then they asked me to stay for the weekend. I wasn't meant to be driving but Jon suggested I drive in the endurance races."

"I can't make Donington [the next round] as it's Goodwood Revival weekend but I'll try to do the test and see if I can help them out for Snetterton as well. A race car's a race car, I enjoy driving anything with wheels."



British GT legend Keen had surprise GT Cup outing in Merc GT4



British GT race director Daly will race Team Parker Cayman

BRSCC BOSS TO RACE GT4

British Racing and Sports Car Club chairman Peter Daly will fulfil a long-held ambition of racing in GT4 at this month's Classic at Silverstone in a Team Parker Racing Porsche.

Daly, also British GT's race director and a regular Formula Ford competitor, will race in the August 26-28 event's new-for-2022 double-header open to all GT4 cars of all ages.

He will compete in Matt

Armstrong's Porsche Sprint Challenge GB Team Parker Cayman.

Daly told Motorsport News: "I don't have any short-term aspirations of racing in British GT on the grounds that I'm the wrong side of the fence, but to do the odd one-off race will be fantastic, which is what I'm really looking forward to."

"Providing I don't embarrass myself I'll be happy."

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SAT 14 MAY**

**01
CROFT CIRCUIT
SUN 10 APR**

**07
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SAT 17 SEP**

**08
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RACING NEWS

BROWNING RUES “UNSPORTSMANLIKE” RIVAL AFTER GB3 TECHNICAL PENALTY

Title race twists with Hitech drivers starting Silverstone races from back of the grid



All Hitech cars had to start at the back



Browning criticised rival team’s approach

By Graham Keilloh

GB3 title contender Luke Browning has called a rival team “unsportsmanlike” after having to start all races at the back at Silverstone’s recent triple-header and losing his comfortable championship lead.

Browning left Silverstone 11.5 points behind Fortec’s Joel Granfors after pacesetter Browning and his Hitech GP team-mates lost their qualifying times due to not running a skid block protector.

Its absence was related to the

part not being available earlier this season, though it was available at Silverstone. There was no official protest but Motorsport News understands another team – though not Fortec – alerted stewards.

Browning told MN: “It’s literally nothing, there’s no difference between the car in quali and the car now, it’s literally just a skid protector, so it’s a bit of [metal] at the front plank, it’s just daft.

“With everything coming so late it’s difficult to get parts, and when we’ve asked for it in the past they’ve not had it. So for a

team to go and protest it, I think if it had been left down the scrutineers it wouldn’t have been done, it’s a bit unsportsmanlike from another team.”

Giles Butterfield, group operations and engineering manager of organiser MotorSport Vision, told MN: “People should have put them back on the cars [when they became available]. There is a mechanism for dealing with such issues in that a team can submit to the championship scrutineer a technical query form, he can give them a dispensation or not to run without that part. That procedure wasn’t followed.”

Photos: Jakob Ebrey, Roger Jenkins



Nandan wants to develop

NANDAN JOINS CDR IN BRITISH F4

Young Indian racer Divy Nandan has joined the Chris Dittmann Racing team for two rounds of this year’s British Formula 4 championship, starting with this weekend’s trip to Snetterton.

CDR has run Joel Pearson in a single-car entry for the team’s British F4 debut this season, though they missed the recent Knockhill round as Pearson was still recovering from his large Croft accident.

Divy, 19, started karting in India with Narain Karthikeyan Racing Academy when he was 17. He claimed a podium finish on his freshman weekend in MRF saloons at Madras International Circuit, before graduating to single-seaters in the MRF Formula 1600. He is now looking to develop further in Europe.

Nandan said: “I wanted to join a team which focuses on driver development, not lap times. Chris Dittmann Racing has been really good with Joel this year, and they have been working hard to help me progress to become a better driver.

“I’ve been doing sessions on the team’s simulator to help familiarise myself before I get to the race track. It has been nice to use a top-quality simulator. The environment is quite jolly, but they are keen to help drivers learn, progress, and become competitive on track.”

NEW CLUB 24 RACE PUSHED BACK

Club 24’s inaugural 24-hour race due to be held next month at Anglesey has been postponed by a year due to “a number of operational factors”.

Club 24 and the British Automobile Racing Club planned to hold the new endurance race catering for a wide variety of cars on September 23-25. Plans are now in place for the race to make its debut in 2023.

Club 24 director Dave Beecroft said: “We had a number of obstacles that couldn’t be overcome and that would mean we couldn’t deliver the event to the highest quality.

“We have had plenty of interest and entries for the race prior to this announcement and I’m confident that with even more time to work on things we will be able to deliver a race to remember next year.”



Endurance race for range of cars delayed to ‘23

CREANOR DELIVERS FOR RACING RETURN



Ex-Euro NASCAR man is back with his business’s logo on car

Former Euro NASCAR driver Ben Creanor has revealed that he started his own logistics business to get himself back racing after Covid hit his funding.

The 19-year-old at Snetterton last month made his debut in the Student Motorsport Challenge, an inter-series that runs within the CityCar Cup. He qualified and finished a close second in his first race, driving for Oxford Brookes University.

Creanor’s business is home courier delivery in and around Scotland’s central belt. He started just under six months ago by doing deliveries himself using his own van and he since has added three more vans.

Creanor told Motorsport News:

“I’ve sat out of motorsport pretty much since the pandemic began because I just didn’t have the funding, because as soon as everything shut all the businesses needed their money, and of course they would.

“The viewpoint that I’ve had is that if businesses are struggling because of Covid and can’t afford to sponsor drivers then I’ll start my own business and sponsor myself.

“My business is going really well and I’m really enjoying running it, but I love the fact that I get to take that and have fun on track with these guys, and it’s brilliant to be back involved. It’s so cool to see the logo on the car.”

MARTINS IS LATEST BRAZIL SCHOLARSHIP FINALIST

Team Brazil Scholarship has picked teenage Brazilian Formula Vee champion Wallace Martins as its fourth finalist competing for a place in this year’s Formula Ford Festival.

Martins, who is 19 years old, took five victories on his way to winning the Formula Vee Paulista championship in 2020. He then

graduated to the Brazilian Formula Delta championship where he got six podiums and one win and finished third in the table.

There will be six finalists in the inaugural scholarship. Its panel, which includes Formula 1 racer and 1980 Festival winner Roberto Moreno, will use race results and interviews to pick one finalist to

race in the famous end-of-year Brands Hatch event.

The first Team Brazil Scholarship selection was planned for 2021’s Festival but was pushed back due to Covid and the already picked finalists were moved to this year’s contest. USA and Canadian scholarship teams have been fixtures across recent Festivals.



Martins seeks Festival appearance

RALLY NEWS

SOLBERG CRASHES OUT 300 METRES INTO FIRST FINLAND STAGE PROPER

Hyundai's young Swede "didn't expect" early crash alongside Brit co-driver Edmondson

Photos: mcklein-imagedatabase, Hyundai



Oliver Solberg crashed out early on in Finland

By Graham Lister

Hyundai broke its Rally Finland jinx with its first victory in eighth attempts last weekend, but an event-ending crash for Oliver Solberg 300 metres into the first stage proper was described as a "negative" by team boss Julien Moncet.

Solberg, who was making his second Finland start but his first in a top-level car, made it through Thursday evening's parkland superspecial in host city Jyväskylä with the seventh-fastest time. However, he was forced out after sliding off the road through the first left-hander of the 7.3-mile Laukaa stage on Friday morning and rolling. Although it was initially hoped he'd be able to restart on Saturday, technical checks revealed damage to his i20 N Rally1's rollage was too great to continue. "It was midway through [the



Driver was shocked by shunt

corner and] it just snapped, I knew I could never save it," said the 20-year-old, who has retired from three of the six rallies he's started in Hyundai's hybrid-powered machine. "I was hoping just to clip the trees, but I hit a rock that flipped me around, I spun into the trees and rolled. "I yelled more in shock than frustration. I didn't expect the rear to go away. I knew the car is a bit

lively and I had difficulties in shakedown, but I didn't expect it at the first corner. "It's difficult to take, and I am just devastated for the team who have worked so hard. It's a pretty tough time right now, but we have to try and keep our heads up, look onwards and upwards." Swede Solberg, who is co-driven by Brit Elliott Edmondson, will continue in the third i20 N Rally 1 on Belgium's Ypres Rally, which takes place from August 18-21. Moncet said his young charge would "focus on the preparation" for the event but didn't comment further. Moncet was a bit more forthcoming following Ott Tanak's third Finland victory, however. "It's a great day for Hyundai," he said. "We finally made it after nine years. A great drive from Ott, he has been incredible and we have shown we have a winning car, with no reliability issues."

SUNINEN APPEAL LIKELY FOLLOWING FINLAND EXCLUSION

Hyundai was expected to appeal Teemu Suninen's Rally Finland disqualification when MN closed for press on Monday. Suninen won WRC2 on the road on his home round of the championship only for post-event checks to find his

Hyundai i20 N Rally2 was underweight. Hyundai representatives reasoned that a non-original front bumper had been fitted "in error" by the Estonian Red Grey that runs Hyundai's WRC2 operation, after the original was

damaged in testing. The panel of stewards, which was chaired by Scot Iain Campbell, concluded after due deliberation that "whilst the competitor stated that this was a human error in fitting the wrong part, it is

nevertheless the competitor's responsibility to make sure that all parts comply with the provisions of the relevant regulations". Emil Lindholm was promoted to first place in WRC2 following Suninen's exclusion.



Suninen will fight for his win

RAIKKONEN'S NEPHEW NOT LOOKING TO FUTURE DESPITE DEBUT CLASS WIN

Justus Raikkonen plans to copy his uncle Kimi's approach to motorsport by having "fun", insisting he's not looking to the future despite his class victory on his home round of the World championship. Raikkonen was 17 years, four months and 25 days when he started the high-

speed gravel Rally Finland event for the first time last Thursday, but finished with a class win alongside co-driver Mikael Korhonen on the back of a mature and accomplished performance in a Peugeot 208 Rally4. "I'm so excited, my first rally with this car," Raikkonen said prior to

his Rally Finland debut. "I hope I have fun because this is my first rally with this Rally4 car, a big opportunity." While Kimi Raikkonen crashed out of his first Rally Finland in 2009, Justus made it through to finish in 26th overall and win the RC4 division.

Asked whether he has called on his father Rami, a former driver, or his famous uncle for advice ahead of his debut, Justus kept his answer short – again in true Kimi style: "Not really," he said. "I do my own thing and try to learn. I don't want to look to the future. I want to go step by step."

HUTTUNEN HELD BACK ON RALLY1 DEBUT

Jari Huttunen was restricted to ninth overall on his Rally1 debut after a technical issue struck his Ford Puma nearing the finish of Rally Finland's first leg last Friday. The Finn, 28, acquitted himself well on his first full day in a hybrid-powered Rally1 car, only for a fuel pressure problem on stage eight to spoil his home round of the World championship. Huttunen, who had only tested his M-Sport Puma briefly before his competitive debut in the car, was running eighth overall behind Hyundai's Thierry Neuville when trouble struck on the eighth

Sahlolinen-Moksi stage. "It's some fuel pressure problem," he said at the time. "When I put the stage mode on, there's not enough fuel going to the engine so it keeps stopping. Huttunen had earlier gone fifth fastest on the opening Harju stage but the fault dropped him to 25th overall prior to his fightback to ninth. "It was an amazing feeling to finish the rally without any mistakes, with some good stages also," said the WRC3 champion. "I did lose some confidence when I had a couple of small issues, but I think it was quite a positive weekend still so I can be quite happy."



Greensmith finished in seventh

GREENSMITH BEST OF PUMA PACK IN FINLAND

Gus Greensmith was the best of the M-Sport quintet on Rally Finland, which proved a tough event for the British squad. Greensmith finished seventh but Craig Breen, Adrien Fourmaux, Jari Huttunen and Pierre-Louis Loubet

all hit trouble in their Ford Puma Rally1s, either through technical issues or damage. "Overall, it's been a disappointing weekend," said M-Sport team chief Richard Millener. "We showed we had the pace and potential for a podium

but it didn't materialise. The one thing we can come away with from Finland is that we have a car that is more than capable which Craig highlighted with his Powerstage performance [when he was joint second fastest]."



Huttunen was delighted to reach the finish ramp for M-Sport



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RALLY NEWS

CRONIN CONFIDENT OF RESPONDING TO PRYCE IN BRC BATTLE IN SCOTLAND

Title chaser wants to get his charge reignited on Grampian event this weekend

Photos: Jakob Ebrey, pro-rally.co.uk



Cronin aims to halt Pryce's progress

By Luke Barry

Keith Cronin is confident of hitting back at Osian Pryce as their battle for the British Rally Championship heats up on this weekend's Grampian Forest Rally.

Pryce has won two rounds to Cronin's one so far, but Cronin heads the championship with a pair of second places while Pryce was disqualified from the Jim Clark Rally.

Cronin, who returned to rallying last year in a Ford Fiesta Rally2, doesn't feel he's as quick at adapting back to gravel as he is asphalt and that potentially cost him on last month's Nicky Grist Stages.

"I don't think I was going to beat Osian in Wales," Cronin told MN, "but maybe the Grampian will be a different story. Obviously, the Nicky Grist was on his doorstep. But we weren't a million miles away and obviously it's a big step up in pace from last year, and he [Pryce] knows

the car, he's had a year in it."

The Grampian may not be another showdown between Cronin and Pryce though, as youngsters Ruairi Bell and James Williams have had the pace to challenge on all the rallies so far, while Fiesta Rally2 pilots Garry Pearson and Elliot Payne should show well too.

David Bogie leads the Scottish Rally Championship contingent but will compete on the same stages as the BRC for the first time since 2019. Bogie

won't get a pre-event recce but can run a bigger restrictor in his Ford Fiesta Rally2. However he isn't interested in his pace compared to the BRC drivers.

"We won't be too fussed about the BRC," Bogie told MN. "When you're going into a stage without a recce on organiser's notes you've just got to be that bit more cautious. There's definitely a big advantage to recce so we'll just go and do our own thing, go out there and enjoy it."

UP-AND-COMING SCOT MAKES LANCER E7 SWITCH

Young Scottish driver Johnnie MacKay has upgraded to a Mitsubishi Lancer E7 but will stick with his Ford Fiesta ST for the rest of the season.

Explaining the change to MN, MacKay said: "We've basically done everything we can in the Fiesta. Last year we won the Juniors in the SRC and this year we stepped up the events in the Protire championship – we've had a bit of a nightmare of a season with an engine failure on the Jim Clark but we are leading the Junior championship there as well."

But why an Evo? "For me, an R2 was a big step up in money and not really a big step up in performance," MacKay said. "I could be quick in the 1600 class but there's not that much competition, so I was looking at an Evo and I could get that for the less than the cost of an R2."

MacKay is aiming to get his first taste of the car at the VIP day for the Grampian Forest Rally. His plan next year is to return to the Scottish Rally Championship and vie for the Challengers championship title.

JUNIOR BRC NICKY GRIST RESULT OVERTURNED

Kyle White has won his appeal into the result of last month's Nicky Grist Stages, round three of the Junior British Rally Championship.

White initially lost out to Eamonn Kelly by 3.5s, but an administrative error

had led him receiving an incorrect time on SS4.

The matter went to the Motorsport UK National Court of Appeal and the organisers were able to correct the result, giving White and the Peugeot

208 Rally4 their first Junior BRC victories.

Despite losing the win and seeing his championship advantage trimmed to just eight points, Kelly fully accepted the decision.

He told Motorsport News:

"I've no problem at all with it. If I'm going to win, I want to win fairly and on my own merit. But it's made me hungrier for the Grampian and we'll try to be on it from the word go. I genuinely can't wait to get at it."



White has his points back from the Nicky Grist Stages in July



Binnie knows he will have to box clever on Grampian run

LANCER MAN BINNIE RELISHING BOGIE TITLE BATTLE

Michael Binnie thinks he'd be wrong not to consider himself a contender for this year's Scottish Rally Championship title but doesn't think he can win it on pure pace.

Thanks to a second win of the season on the Scottish Rally, Binnie currently leads five-time champion David Bogie by

25 points – although with dropped scores considered Bogie's position is stronger with three wins to Binnie's two.

"I think we'd be wrong not to be starting to consider ourselves as contenders," Binnie told Motorsport News.

"We just need to keep doing what we're doing and I'm

really enjoying it and the results are coming."

Binnie's Mitsubishi Lancer E9 is normally strong on this weekend's Grampian Forest Rally where the stages are fast and smooth but, up against the Ford Fiesta Rally2 of Bogie, Binnie does face a challenge to keep up on raw speed.

"He's a beast of a driver, he's no

slouch and whatever he drives he's going to drive it at 100%," Binnie said of his rival. "I'm really not going to beat him, we just have to rely on being there, and putting ourselves in that position if something goes wrong to pick up the pieces. But to be taking the fight to him is bizarre, I just keep laughing about it."



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Meadows Sr will drive his son Tommi's Fiesta R2

MARTIN MEADOWS RETURNS TO RALLYING AFTER TWO DECADES

Former giant-killer to return with his son Tommi in the co-driver's seat

By Ian Harden

BTRDA Gold Star title winner Martin Meadows will return to rallying for the first time in 20 years on the Woodpecker Rally in a Ford Fiesta R2 owned by his son, Tommi.

The Lancashire man has not driven competitively since the Bulldog Rally in 2002 but spent time recently at the Phil Price Rally School getting

used to the Fiesta's left-hand drive and sequential gearbox.

Meadows Sr was a leading driver in the BTRDA championship from the mid-1990s.

However, in 2000, he produced a giant-killing act in a 1600cc Proton Compact, outpacing the Class B12 (over-two-litre) Ford Escorts to become the last driver to win the Gold Star series in a two-wheel-drive machine. In 2003 he sold the car to

concentrate on his family.

His son Tommi, who will co-drive on the Woodpecker, explained the outing came about as an excuse to use the Fiesta: "I bought the car in 2019 but since then work has taken priority and I am out of the country a lot, so it just sits in the garage.

"Dad supported me for years with my own driving and I knew he'd love another go. I'd been geeing him up for a while and when we found we were

both free that weekend, we agreed to do it. I particularly wanted to sit in for his first rally to make sure he enjoys it and gets as much from the day as possible."

Asked if this was a precursor to further drives, Meadows Jr added: "If it goes well, I'm sure he'll become a regular on BTRDA rounds again. I'll give it two or three rallies before he's demanding four-wheel drive and more power!"

MN CIRCUIT RALLY SERIES PUT ON ICE FOR 12 MONTHS BUT RETURN PLANNED

The organising team behind the Motorsport News Circuit Rally Championship has decided to rest the championship for the 2022/23 season.

The individual rallies that usually make up the schedule will continue to run as normal, but the series will take a sabbatical before a planned return for 2023/24.

In a statement, the organising team explained the position. "After three years of practically non-stop organisation, including several reorganisations due to Covid, the decision has been taken to pause the championship for a year. The personal resource and commitment to organise a quality championship is

immense. While purely done on a voluntary basis, this has not got easier year-on-year, but we are resolute that previous standards should be maintained, and we should always strive to improve upon them."

Championship manager Darren Spann said: "Due to the pressures and workload of the past three years, along with all the organising team's personal work and family commitments, we have reluctantly agreed that now is the time to regroup.

"We recognise that this news will disappoint competitors and spectators alike, but hopefully it is a decision that people will understand and appreciate."



MN series is on hold until 2023-2024

ROAD RALLY ROUND-UP

DAVIES AND BLOXHAM TOP INAUGURAL YSTRA TARGA

John Davies and Nick Bloxham put in yet another masterful performance as they secured victory on the inaugural Ystra Targa Rally.

Dukeries Motor Club had laid out 10 tests at Grafton Airfield, giving a total of 31 miles of competition.

The winners took the lead after the second test and quickly opened up an advantage of half a minute, a cushion they maintained for the rest of the day.

There was a tight battle for the runner-up spot. After a slow start, Gary and Bradley White took the position at the finish, but they were never more than a few seconds ahead of Steve Retchless and Cath Woodman, who finished third.

Fastest on Test 1, Ethan Davies/Dafydd-Sion Lloyd (Ford Puma); 5 Lewis Ayris/Matt Outhwaite (MG ZR); 6 Mark Slatcher/Alistair Leggett (BMW 318Ti); 7 Huw Morris/Alan Williams (Ford Focus); 8 James Newbould/Brian Cammack (Vauxhall Corsa); 9 Pat Thomas/Zak Linham (Escort); 10 Chris Woolley/Jamie Woolley (BMW 318).

Clubman Rally: 1 Jeff Sharp/Reece Davies (Peugeot 205 GTi); 2 John Peterson/Kevin Abilt (Vauxhall Corsa); 3 Jon Crook/James Crook (Vauxhall Astra).

Ian Mills

Results

Ystra Targa Rally

Organiser: Dukeries Motor Club

When: July 31 **Where:** Grafton Airfield

Championships: BTRDA

Tests: 10 (31 miles) **Starters:** 60.

1 John Davies/Nick Bloxham (Ford Puma) 64m30s; 2 Gary White/Bradley White (BMW 318) +42s; 3 Steve Retchless/Cath Woodman (Ford Escort); 4 Ethan Davies/Dafydd-Sion Lloyd (Ford Puma); 5 Lewis Ayris/Matt Outhwaite (MG ZR); 6 Mark Slatcher/Alistair Leggett (BMW 318Ti); 7 Huw Morris/Alan Williams (Ford Focus); 8 James Newbould/Brian Cammack (Vauxhall Corsa); 9 Pat Thomas/Zak Linham (Escort); 10 Chris Woolley/Jamie Woolley (BMW 318).

Clubman Rally: 1 Jeff Sharp/Reece Davies (Peugeot 205 GTi); 2 John Peterson/Kevin Abilt (Vauxhall Corsa); 3 Jon Crook/James Crook (Vauxhall Astra).



Davies/Bloxham

ASPHALT FINISH FOR PEARCEY IN COUNTY DOWN

Former leading Ford Escort Mk2 driver Tim Pearcey chalked up a welcome finish on the Down Rally after two mixed seasons on asphalt in his Mitsubishi Lancer E10.

The Yorkshireman has only tackled seven rallies in two seasons and 33rd overall in County Down was only his third finish.

Pearcey said: "We did the North West Stages and the gearbox blew up after four miles. We then did Clacton but spent the Jim Clark budget on rebuilding the gearbox."

His next planned event is the Three Shires in September and he's even considering converting the car to gravel specification for a return to forest events.

He's only done one gravel rally, the 2018 Malton Stages, in the last eight years.

Before that, the former Evo Challenge contender took his historic specification Escort Mk2 to second overall on the 2011 Roger Albert Clark Rally behind Gwyndaf Evans.



Pearcey has put his misfortune behind him in his Lancer

MORE COMPACT CHEVIOT ROUTE TO CUT COMPETITOR COSTS

A number of changes aimed at cutting competitors' costs will be introduced for this year's Cheviot Stages Rally, which runs on Otterburn Ranges in Northumberland on September 25.

The organisers from Whickham and District Motor Club have designed a new, shorter route that

will reduce road section mileage by 50%, with a consequent slight reduction in stage mileage. In addition, the usual Saturday recce has been scrapped and scrutineering will now take place on Sunday morning, with a mid-morning start to the rally.

The revised format came about due to the rally not being included in the

National Asphalt Championship, allowing the organising team to experiment with a single-day event. Although there is no recce, route notes will still be permitted; competitors can buy notes or collate their own notes from previous events. Competitors will not need to visit the ranges on

Saturday and some will not need overnight accommodation.

Although this year's Cheviot Stages is not a national championship event, it is a round of the North of England Tarmacadam Championship, the HRCR Minisport Cup and the HRCR Northern Historic Championship.

SPORTING SCENE NEWS

BrISCA F2 ROUND-UP

Teen Tomblin claims World of Shale title



Tomblin went second to first

Seventeen-year-old Charley Tomblin cruised to victory in BrISCA Formula 2's prestigious World of Shale championship at Bradford's Odsal Stadium.

The 10-round qualifying series had left Tomblin second on the grid. The sophomore driver shoved inside polesitter Reece Cox on the first bend and was never headed thereafter. Cox held second for the opening third of the race before being passed by Charlie Guinchard, who then gradually closed on Tomblin. But, having looked like he might be able to challenge the leader in the closing laps, a bump knocked Guinchard off line and gave Tomblin breathing space. Dutchman Jelle Tesselaar completed the podium places ahead of four-time WoS winner Andrew Palmer.

After coming close five days earlier, Leah Sealy claimed her maiden BrISCA F2 final win at last week's Monday night session at Taunton. Harley Thackra got the better of Dave Polley for midweek honours at Skegness.

Polley had more joy on Mildenhall's shale surface where he headed home brothers Jack and Pat Issitt in a meeting that featured a number of overseas drivers who had raced at Bradford the night before. Despite his differential leaking oil, Charlie Lobb took the laurels at St Day, passing Adam Pearce mid-race.

Mark Paulson

Results

Organiser: Autospeed **When:** August 1 **Where:** Smeatharpe Stadium, Taunton **Starters:** 18.
1 Leah Sealy; 2 Jamie Avery; 3 Ben Borthwick; 4 Steven Gilbert; 5 Richard Andrews; 6 Jack Bunter; 7 Julian Coombes; 8 Charlie Fisher; 9 Tommy Farrell; 10 Charlie Lobb.

Organiser: Skegness Raceway **When:** August 4 **Where:** Skegness Raceway **Starters:** 19.
1 Harley Thackra; 2 Dave Polley; 3 David Shearing; 4 Josh Wilson; 5 Tom Bennett; 6 Josh Winch; 7 Liam Benham; 8 Paul Bailey; 9 Jack Bowman; 10 Joe Bamford.

Organiser: YorStox **When:** August 6 **Where:** Odsal Stadium, Bradford **Starters:** 44.
1 Charley Tomblin; 2 Charlie Guinchard; 3 Jelle Tesselaar; 4 Andrew Palmer; 5 Kyle Taylor; 6 Tony Blackburn; 7 Reece Cox; 8 Ben Lockwood; 9 Jordon Thackra; 10 Patrick Tersteeg.

Organiser: Crimond Raceway **When:** August 7 **Where:** Crimond Raceway **Starters:** 11.
1 Peter Watt; 2 Ryan Farquhar; 3 Jason McDonald; 4 Mike Philip; 5 Laura Dawson; 6 Graeme Leckie; 7 Stuart Yule; 8 Peter Davidson; 9 Colin Stewart; 10 Josh Walton.

Organiser: Spedeworth **When:** August 7 **Where:** Mildenhall Stadium **Starters:** 24.
1 Dave Polley; 2 Jack Issitt; 3 Pat Issitt; 4 Patrick Tersteeg; 5 Harley Burns; 6 Josh Rayner; 7 Toon Schut; 8 Rutger Veenstra; 9 Charley Tomblin; 10 Ricardo Smidt.

Organiser: Autospeed **When:** August 7 **Where:** United Downs Raceway, St Day **Starters:** 24.
1 Charlie Lobb; 2 James Rygor; 3 Steven Gilbert; 4 Ben Borthwick; 5 Dale Moon; 6 Aaron Vaight; 7 Kieren Bradford; 8 Paul Rice; 9 Joe Marquand; 10 Adam Pearce.

EIGHT SET TO DO BATTLE AS WORLD RX REVOLUTION HITS FULL FORCE IN NORWAY

New all-electric era ready to charge into life on Hell return this weekend

Photos: World RX, Any Jenkins, Colin Casserley



The Norwegian venue will play host to the start of a new era

By Hal Ridge

After four-years of talking, different concepts and FIA tender processes, the World Rallycross Championship will make its electric transition this weekend at the Hell circuit in Norway, the first round of the 2022 campaign.

Eight cars, powered by Austrian firm Krisel's twin-motor 500kW electric powertrain kit will take to the startline, following an official launch for the series' new era this (Thursday) evening.

Of the eight cars entered across four teams, Kristoffersson Motorsport, Construction Equipment Dealer Team and Hansen Motorsport took part in a secret closed-door official test last week at Holjes, while Munnich Motorsport and German driver Rene Munnich, Motorsport News understands, are expected to shakedown its all-electric Seat Ibiza ahead of

its maiden appearance this weekend.

Four-time World RX champion Johan Kristoffersson is reunited with the Volkswagen brand for the defence of his fourth title in five years, having driven an Audi S1 for the EKS JC squad last term.

The Swede, driving for his family team alongside Ole Christian Veiby and newcomer Gustav Bergstrom, will drive an adapted version of VW's R5 (Rally 2) Polo, re-engineered at KMS's Arvika base for its new venture.

The 2019 World RX champion Timmy Hansen and younger brother Kevin Hansen continue to drive Peugeot 208s for the team run by the Hansen family, and led by Kenneth and Susann Hansen and British engineer Graham Rodemark, while Finn Niclas Gronholm and Swede Klara Andersson will line up in PWR RX1e machines for the CE Dealer Team. The event marks the first time World RX has raced at the Hell circuit since 2019.

NEW VOLVO FOR BTRDA SERIES

BTRDA Clubmans Rallycross Championship campaigner Jonny Chrisp will give the debut to a unique car to the series at Pembrey next month.

Part of the father-son Chrisp Motorsport team, Chrisp has raced in the Production category with a Ford Ka but will now switch to a Volvo 340 in the Classic Category.

Having owned the car for five years, Chrisp had intended to spend the 2022 season on

the sidelines while reprepating a production-based Citroen Saxo for next year, but has been tempted back to race alongside father Tony, who already campaigns a Vauxhall Nova in the Classic division.

"The car has a 2.3 turbo engine out of a Volvo 940 estate and Volvo 360 running gear," said Chrisp. "I use it mainly for drifting at Teeside Autodrome, but with me taking a year out of

rallycross to rebuild my Saxo for next year I realised that I really miss racing, so with the help of my dad we have been converting it to rallycross specification so I can race it alongside him at Pembrey."

Chrisp has previously finished on the overall Production class podium at Blyton Park, while he also claimed the 1600cc eight-valve sub-category two years on the bounce.



Chrisp will race in BTRDA with an unusual Volvo



The Iriz will be missing

O'DONOVAN WITHDRAWS FROM EUROPEAN BATTLES

British Rallycross champion Ollie O'Donovan has withdrawn from the Norwegian round of the European Rallycross Championship in Norway this weekend.

London-based Irishman O'Donovan had been set to race his Team RX Racing-run Proton Iriz RX at the Hell event,

but withdrew following electrical issues with the car during the Swedish round of the Nitro Rallycross series at Strangnas two weeks ago. In the Nitro event, the machine was driven by O'Donovan's son Patrick and the squad has made the call to fully resolve the problems before returning to the continent.

"I'm really disappointed as Hell is a circuit I love and it's been a few years since I last raced there," said O'Donovan. "While we are getting on top of the issues Patrick faced when he drove the Iriz RX in Sweden recently, we want to make sure we are totally prepared next time we race in Euro RX." O'Donovan Sr is likely to miss

the Latvian round of the championship next month too. "It's unlikely that we will be in Riga, but we are working hard for return for the final two rounds of in Portugal and Belgium, I loved racing at those venues last season in World RX, and of course have the British Championship events to focus on too," he added.

BrISCA F1: MILDENHALL BY COLIN CASSERLEY

AUGUST 7

FINNIKIN BREAKS HIS 2022 F1 DUCK IN SUFFOLK

Craig Finnikin picked up his first final win of the year at Mildenhall on Sunday. It was his first at the Suffolk venue and his 38th BrISCA F1 final win.

Willie Skoyles jumped into the early lead and opened up a sizeable gap on the field but things change quickly around the 282-metre Mildenhall bullring. It's the smallest track BrISCA F1 cars visit and, in the nearly 70 years of the sport, only New Cross

stadium where the first stock car meeting was held in 1954 is shorter.

Skoyles lead was negated by a yellow flag. He held the lead on the restart but was passed soon after by Mat Newson even though Newson was a lap down. Finnikin moved into second just before the halfway point and, when Skoyles went wide to avoid a spinning car, Finnikin dove to the inside to take a race-winning lead.

Skoyles, who earlier in the day recorded his first ever F1 win in

heat two, held onto to second until the final turn when Liam Gilbank barged his way into second.

Finnikin said: "Skoyles has been going well and I knew he would be hard to catch but I kept patient and waited for my chance. I knew Newson was a lap down as I passed him earlier in the race just before the yellow flag, so I just kept driving my own race knowing I didn't have to over-drive to catch him."

After suffering more than his share of bad luck in recent weeks

Skoyles was delighted with third place in the final and his days results. He said: "Finally I got that first heat win after being so close so many times. Amega weekend with top three in every race. A couple of punctures and bent axles hindered us a bit, but I'll definitely take that."

Results

Organiser: Spedeworth BrISCA F1 **When:** August 7 **Where:** Mildenhall Stadium **Starters:** 30
1 Craig Finnikin; 2 Liam Gilbank; 3 Willie Skoyles; 4 Finn Sargent; 5 Daniel Ford; 6 Bobby Griffin; 7 Mat Newson; 8 Phoebe Wainman; 9 Darren Clarke; 10 Carl Winkworth.



Finnikin took advantage as Skoyles went wide

HISTORICS

DOWN THE PUB

MIKE WILDS

Former BRM F1 racer
Age: 76 Lives: Hampshire



Wilds: got BRM F1 chance

He raced for BRM in F1

"It was really nice to arrive at the Shelsley Walsh Classic Nostalgia event last month and be invited to drive to drive the BRM P160 up the hill. I did the Argentinean and Brazilian Grands Prix for BRM. The first car I ever drove for BRM was a P160 and that was in a test before I signed for BRM. I went with Chris Amon to Snetterton. Chris drove the P201 and I was entrusted with a P160. At that time, the P160 was probably the best racing car I'd ever driven."

The engine was lacking

"The Pilbeam-designed P201 was a good chassis with good brakes. However, mechanically, the engine was lacking. It felt 100bhp down on the DFV that I've been driving before. It was very sad. It was 100 horsepower down, but also totally unreliable and, sadly, I didn't finish either GP. I was way off the pace even though I overdrove the car trying to make up for the lack of power."

He asked for a DFV

"So team boss Mr Stanley thought that the whole thing was my fault. And I said: 'Well, one way of really trying to solve this problem is to put a DFV in the back of a P201 and I guarantee I will at least be mid-grid and possibly better.' But I would also now be finishing races rather than walking back to the pits. Mr Stanley took exception to my suggestion, saying he would never put an American engine in a BRM."

He was sacked

"I said, well, two friends of mine, Mike Costin and Keith Duckworth designed the DFV and it was built in Northampton by their company Cosworth. And it's a British engine. Mr. Stanley stood there and said: 'It is funded by Ford, therefore it's American. You're fired.' And that was it. That literally, that was the end of it."

It had potential

"It is ironic that the P154 Can-Am car ran an American V8. So I never understood why I should be sacked for what was a good suggestion to make the BRM competitive. Fundamentally the chassis was pretty good and it would have been at least competitive with some of the midfield cars, if not better. So I was very sad it ended that way."

ICONIC REWORKED BRM DUE TO RETURN TO THE CIRCUITS AT THE GOODWOOD REVIVAL MEETING

The V16 screamer scheduled to make a competition outing in West Sussex in 2022

By Paul Lawrence

The BRM V16 continuation Grand Prix car could make its race debut at the Goodwood Revival if current plans are realised.

The stunning recreation of the 1952 1.5-litre V16 engined BRM Type 15 continues to draw admiration following months of painstaking work by Hall and Hall to reengineer the complex car with its remarkable high-revving engine.

The original cars, which never realised their full potential, were last raced in late 1955 and Peter Gethin later drove one of the surviving cars at the first Goodwood Revival in 1998. But September's event will be the first time that the recreation car has raced. The project was always intended to deliver a car that could be raced.

Initially, three recreation

cars are being built. The first one is owned by the descendants of BRM founder Sir Alfred Owen and French watch manufacturer Richard Mille is having the second car.

The V16 was demonstrated at Goodwood last September and now seasoned historic racer Rob Hall hopes to race the car.

"We're waiting for some more gear ratios as it's a bit short-g geared at the moment," Hall told Motorsport News. "But we went to Silverstone Grand Prix circuit and had a bit of a squirt round!"

In period, Froilan Gonzalez raced a V16 at Goodwood and in more recent years, Hall and Hall has demonstrated the original car once owned by the late Tom Wheatcroft. Now, visitors to the Revival could have the chance to see, and particularly hear, this incredible piece of British engineering racing again.

Photos: Paul Lawrence



The sound of the glorious V16 engine could be heard again



Orr doesn't want to travel too far to take part in rallies

ORR TO SWITCH FOCUS TO HOME EVENTS IN NI

Regular British Historic Racing Championship contender Stanley Orr is concentrating on rallying in his home Northern Ireland currently and took a resounding historic win on last month's Down Rally.

Orr and co-driver Michael Gibson took their Ford Escort Mk1 to 24th place overall and won the historic category by two minutes. "This year I've just done the three closed-road events in the Northern

Ireland Championship. I haven't done an awful lot since lockdown," said Orr. "We were planning to do the Roger Albert Clark Rally but then my wife was taken ill."

Orr was a regular frontrunner in the British Historic Rally Championship but is not travelling far to go rallying at the moment. "If I can go home the same day, I'm happy to do a rally but I can't be away for three or four days just now," he said.

Bullock uses loaned Formula Atlantic March

Australian racer Marty Bullock is running the Bob Birrell-owned March 722 in the Formula Atlantic class of Historic F2 the season while having an Atlantic Chevron B20 rebuilt.

The March is on loan and is run by Bob Juggins but Bullock hopes to be out towards the end of the season in the Chevron, which is owned by David Innes. Bullock has a B20 in Australia, and races it regularly there.

"All the development work I've put into that car we can put into David's car," said Bullock. "They're lovely cars to drive. The plan is to give Bob back a car that works well," added Bullock who has scored some impressive results in the March.

AUSTRIAN RACER ENJOYS OULTON PARK F2 OUTING

Austrian racer Roland Wiltschegg made his Oulton Park debut in Historic Formula 2 with the Formula Atlantic Chevron B39 formerly owned and raced by Sandy Watson.

The car is currently run from the UK by Bob Juggins for the season alongside the Brabham BT40 of fellow Austrian Martin Friedel. The friends live 200 metres apart in Austria. Wiltschegg drove to Oulton Park as he needed to bring a spare engine across and it took him 15 hours to reach Calais in his motorhome.

"It's quite a challenge," he said of Oulton Park, having benefited massively from a day of tuition on Thursday with ace instructor and former racer Rob Wilson.



Wiltschegg enjoyed Oulton outing



Ashley Hudson: dad's handiwork

Hudson profits from dad's hard work with Lotus run

Ashley Hudson, son of former racer David, is now in his second season of racing in a Lotus 23B that his father rebuilt during the Covid lockdown.

"I did one race at Oulton in 2020 and then all of the 2021 Guards Trophy season," said Ashley. "I've still got a lot of learning to do!"

The 23B was bought from the late Ryan Hodges as a box of bits and David steadily rebuilt it to his current immaculate condition.

IN BRIEF

Ingram Chevron plan

Father-and-son Paul and George Ingram planned to race their Chevron B8 together for the first time at Oulton Park, but that was thwarted when the head gasket failed in testing. George has raced alongside his father in an Austin-Healey 3000 this year and has also raced a Citroen C1. The B8 has been with Paul for a number of years and he previously shared it with both Chris Chiles Sr and Jr.

Dwyer returns

Mark Dwyer returned to Historic Formula 2 for the first time in a year to take a podium finish at Oulton Park, having suffered a blown engine in his March 742 at the corresponding meeting last summer. Dwyer doubled up over the Gold Cup weekend by also racing his Lenham sports-racing car in the Guards Trophy, sharing the car with fellow single-seater racer Neil Glover for the first time. Dwyer took two seconds in HF2 and the pair took sixth in the Guards race.

Simac nears crown

Historic F2 title leader and multiple champion Robert Simac moved closer to his seventh title with two more class wins at Oulton Park in his ex-Jean-Pierre Jaussaud March 712M. Frenchman Simac made another mighty journey to Oulton, covering 750 miles on the trip from his home near Dijon to the Cheshire track. Robert and his wife set out on Tuesday morning to make his second visit to Oulton Park.

Junior champ's Lotus

Reigning Formula Junior champion Nic Carlton-Smith is adding a Lotus 23B to his racing programme and hopes to be out later this year in the ex-Michael Waller car. David Abbott is currently rebuilding the car and it could be ready for the tail end of the year. "I'll try and race both cars in 2023," said Carlton-Smith. "The Lotus has a good history and Sam Wilson was a big help in sourcing it. It's been sat in the garage for about six years."

Dad and lad

Freddie Lillingston-Price joined his father Chris to share their Chevron B8 in the Guards Trophy race at Oulton Park. It was Freddie's first time at the Cheshire circuit in the B8, which he'd only raced once before at Silverstone. Chris, meanwhile, started racing in 1997 on motorbikes when Freddy was just a few months old. They finished 14th overall in slippery conditions in the Martin O'Connell-tended Chevron.

WRC REPORT: RALLY FINLAND



Tanak led from the opening stage on Friday



Reaching for the stars: Ott Tanak

Ott Tanak and his Hyundai team had no expectations to compete for victory on Rally Finland last weekend. How the Estonian defied that pessimism in an i20 N Rally1 that remains a handful compared to its planted Toyota GR Yaris rival was the stuff of sheer grit and commitment.

Tanak led from the moment he won the first stage of Friday morning, holding his nerve brilliantly as World Rally Championship points leader Kalle Rovanpera hunted him down on home ground, in a performance and a duel to remember.

“They kept us spellbound all day,” said Hyundai team chief Julien Moncet on Saturday night, as he reflected on his driver’s 8.4-second lead ahead of the final day. “It has been an incredible fight, an epic battle with Kalle. They were fighting all day, every tenth of a second. Ott was outstanding. Today he really pushed the car. We, or me at least,

RESULTS

World Rally Championship round 8/13

Event: Rally Finland Where: Jyväskylä When: August 4-7

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	2h24m04.6s
2	Kalle Rovanpera/Jonne Haltunen	Toyota Yaris GR Rally1	+6.8s
3	Esapekka Lappi/Janne Ferm	Toyota Yaris GR Rally1	+1m20.7s
4	Elfyn Evans/Scott Martin	Toyota Yaris GR Rally1	+1m37.6s
5	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+2m18.0s
6	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+3m09.0s
7	Gus Greensmith/Jonas Andersson	Ford Puma Rally1	+3m57.0s
8	Emil Lindholm/Reeta Hamalainen	Skoda Fabia Evo	+9m39.0s
9	Jani Huttunen/Mikko Lukka	Ford Puma Rally1	+10m31.6s
10	Egon Kaur/Silver Simm	Volkswagen Polo GTI R5	+11m32.1s

WRC2: Lindholm/Hamalainen WRC3: Lauri Joona/Tuuka Shemiekkä (Ford Fiesta Rally3)

Championship positions: 1 Rovanpera 198; 2 Tanak 104; 3 Neuville 103; 4 Evans 94; 5 Katsuta 81; 6 Craig Breen 64; 7 Lappi 42 etc. Next round: Ypres Rally, Belgium, August 18-21

didn’t expect to still be in the lead tonight and it’s a great satisfaction for all of us.”

The hard yards were done. The following morning, Tanak edged his rival, whose priority was extending his already massive points lead, by 1.9s over the opening stage, and with the gap back into double digits the battle was effectively over. The pair set identical times on the next test for the second time on the rally and negotiated the penultimate stage without drama. Then as Rovanpera claimed victory on the Powerstage, Tanak played it safe to score his third victory in Finland and a landmark first for Hyundai in the Toyota team’s backyard.

“The Toyota guys gave me some hope on Friday in the beginning and since then we saw some chance or light at the end of the tunnel,” said Tanak. “We were pushing from there.”

“It’s a great day for Hyundai,” said Moncet. “We finally made it in Finland after nine years. A great drive from Ott, he has been incredible all weekend and we have shown as well that we have a winning car, with no reliability issues.”

Rovanpera was far from disappointed

with second place. He explained: “I would have liked to be in front of course, but if you look at the situation, I think we did pretty well, starting first on the road on Friday. After that we fought back and we are still quite close, so I think we can be proud of what we did. A huge thanks to all the fans – the support here was so amazing.”

Tanak had been downbeat on Friday despite the three stage wins that kept him 3.8s ahead of Toyota’s Esapekka Lappi by the end of the leg. It had been hard work to keep his Hyundai on top and he’d been forced to drive out of style with plenty of aggression. Rovanpera was satisfied to be fourth at this stage behind Elfyn Evans, 21s off the lead, the points leader badly disadvantaged by running first on the road over the famously fast gravel stages.

The day had started dramatically and disastrously for Hyundai’s Oliver Solberg, who crashed out and rolled just 300 metres into the morning’s opening stage, at the first left-hander. He could barely believe it as he yelled in frustration. “Midway through it just snapped, and I knew then I could never save it,” he said. “I was hoping just to clip the trees, but



Rovanpera turned the screw towards the end but just missed out

I hit a rock that flipped me around, I spun into the trees and rolled. The yell was more in shock than frustration.”

Adrien Fourmaux was another early casualty when he was forced to stop his M-Sport Puma Rally1 five miles into the second stage of the morning, after damaging a steering arm in a corner cut. After returning to service, Fourmaux lost his power steering to cap a troubled day, on what turned out to be a poor event for the M-Sport Fords.

Finnish rain was expected to change the game on Saturday after the fine and dry opening day. But although the loop of four stages was damp over the first runs, the sun returned to dry them out

for the afternoon, creating ruts that gave crews a new headache. Now off the leash running fourth on the road, Rovanpera set to work and on the second test of the morning took the first of five stage wins for the day, overhauling out-of-sorts 2021 Rally Finland winner Evans for third as he did so. He moved past Lappi into second on the repeat run over Rapsula, the 2017 event winner distracted by a cracked windscreen picked up on the previous stage. His Yaris flicked up a stone, which ricocheted off a tree and back into his screen. “I don’t know what I’ve done wrong to deserve this kind of luck,” said a rueful Lappi.

Tanak responded to the growing



Greensmith was in the points

Photos: Hyundai, Red Bull Content Pool



Oliver Solberg's return to the main Hyundai team ended with a dramatic accident on the opening day



Lappi clung on to third place despite late drama

Rovanpera threat by equalling the Finn's time on the leg's penultimate test, but a small mistake at the end of the final stage brought the gap down to single digits. It had been a wonderfully intense afternoon. "There are always places you can do better, but what we have been doing this afternoon was quite impressive in places," said a quietly satisfied Tanak on Saturday evening. "I can't say we could have done a lot more, but there is always perfection. But in rallying to get perfection is always a bit tricky."

A stove in radiator grill showed how hard he was still trying the following morning, but Rovanpera knew he had no answer to the Hyundai's pace – which hasn't been the case too often this year, for either the 21-year-old or the Korean make.

All looked settled up front on the final morning – until Lappi made a small error that had big and embarrassing consequences. On Oittila, the penultimate stage of the rally, he slid wide at an innocuous left-hander and suddenly his Yaris was launched into a triple barrel-roll. He was lucky the corner wasn't a fast one and he managed to limp his badly

crumpled Yaris to the end of the stage. He and co-driver Janne Ferm then set to work on frantic roadside repairs to save their home podium finish.

The sight of them lined up at the start of the Powerstage was amusing, for anyone other than those wearing Toyota colours. Having punched out another badly cracked windscreen and lacking most of the roof and rear spoiler, Lappi and Ferm wore ski goggles for the final test and tore through the stage with Janne working hard to keep hold of his flapping pacenotes. They started the stage 29.6s ahead of Evans in fourth, but remarkably kept up a tremendous pace to gingerly take what was supposed to be a flying finish 16.9s ahead of the Welshman and Scott Martin. The podium was saved.

Evans was dissatisfied with fourth, having rallied a world away from the dominance he showed in Finland last autumn. A damaged left-rear corner after a heavy impact on the penultimate stage of Saturday had tested his own roadside mechanic skills, an admirable Heath Robinson solution allowing him to nurse his Yaris back to service.

Thierry Neuville had started the rally with a win on the short Harju spectator stage in Jyväskylä on Thursday night, but once into the forests on Friday the Belgian immediately lacked confidence in his tricky Hyundai and accepted a bit-part to the main acts ahead of him. Still, he saw off Takamoto Katsuta for fifth, the Japanese surviving a couple of spins on Saturday on his way to sixth.

Gus Greensmith was best of the M-Sport Pumas in seventh, following Craig Breen's crash on Saturday (*see right*), but there was late heartbreak for Pierre-Louis Loubet who lost eighth with a problem on the road section before the Powerstage. That elevated Jari Huttunen into the top 10 on his Rally1 debut for M-Sport, which became ninth after Teemu Suninen's disqualification (*see sidebar*).

Rovanpera's mature approach means he fell just short of claiming a home win in what looks certain to be his first World title-winning season. But he's extended his points advantage to a gaping 94 points – over Tanak who has displaced Neuville in second. The historic youngest-ever crown is almost within touching distance.

LINDHOLM INHERITS WIN AS SUNINEN DISQUALIFIED

Teemu Suninen sensationally lost what he thought was his first WRC2 win of the year, and a double Hyundai Rally Finland celebration, on the Sunday evening after the event when he was disqualified because his i20 N Rally2's front bumper was underweight.

Emil Lindholm and Reeta Hamalainen in their Toksport Skoda Fabia Evo therefore inherited the home victory, after finishing a scant 7.7 seconds behind Suninen and his co-driver Mikko Markkula on the road, after a close fight for most of the way.

In post-event scrutineering Suninen's front bumper weighed in at 3931g, below the 4510g minimum. Hyundai bosses explained the bumper was not an original Hyundai Motorsport part but a copy used as a replacement during testing.

The part was fitted in error by Red Grey, which runs the car on behalf of Hyundai Motorsport. The team intends to appeal.

Suninen had led from Friday morning, but Lindholm pushed Suninen hard especially after the i20 N recovered from a brief loss of power on Saturday morning.

The disqualification elevated Estonian Egon Kaur in his Volkswagen Polo GTI to second, and there was a familiar face from the WRC's recent past in third: Kiwi Hayden Paddon, who had flown his Hyundai over from New Zealand to make his WRC return.

"I've really enjoyed being back over here," he said. "We haven't quite had the pace we wanted, but I've loved every minute of it."

"Huge respect to our small team: it's a massive effort coming from the other side of the world to do this. The car is in one piece so we can put it on a plane next week and take it back home."

Mikko Heikkilä, who crashed out and lost a wheel on Saturday morning, and Sami Pajari, who stopped on Saturday's penultimate stage, both lost podium chances.



Suninen led throughout, but he was pushed hard all the way

BREEN'S WOE TESTS M-SPORT

Richard Millener's patience with Craig Breen appeared somewhat stretched in Finland. M-Sport's team principal raised an eyebrow on Friday when his cavalier driver waved at fans mid-stage, then was dismayed on Saturday morning when Breen binned his Puma on the Rapsula stage.

He'd hit a bank over a crest, which violently removed his right-rear wheel and suspension. The mechanics repaired the car for Breen to return for a crack at the Powerstage, where he scored points in third, but he'd thrown away a sure fifth place.

Millener struggled to contain his disappointment on Saturday

evening. "We wanted to take the fight to the guys at the front and we asked Craig to see if he could push a little bit harder, and unfortunately he was slightly over the limit on one of those crests and landed on a bank where there was a big rock," he said.

"[It is] pretty disappointing. We know Craig can be fast and we know the car is fast enough, but we're struggling to put it all together at the moment which is difficult for us."

"We have such high competition we are up against, so we can't afford to make any of these mistakes and unfortunately we saw that this morning."



A crash on Saturday morning put more pressure on Breen

FEATURE

HOT ROD RACERS READY TO GO ON NATIONAL SERVICE

Graham Brown picks out the men who will write the headlines this weekend

Photos: mkpics.net

For many years now it's been accepted that the National Championships follow the World Final almost exactly a month later, beginning of July then beginning of August.

Teams and fans don't really need a fixture list or a calendar, everyone just knows. OK, so this year the Commonwealth Games have forced the Nationals to move back a fortnight and the last two seasons have been disrupted by the pandemic, but that will not have altered the fact that whoever wins the World is often expected to win the National too.

It doesn't always happen though. It's said a week in politics is a long time and a month in NHR racing can be forever. Plus, in any case, the racing is rarely that predictable.

For a start, the Nationals is a very different event to the World, with everything condensed into three days, two if you skip Friday practice. It is in fact so competitive that you'd need way more space than we've got here to cover all the potential winners. So while the drivers we've selected *could* all win, just think of our preview as more of a guide to five drivers whose fortunes you might find it interesting to follow!

FIVE TO WATCH

17 Rob McDonald

World champion again in 2022. That will, as already mentioned, for many people make him a shoo-in to win the National too. But despite three World titles in a row, McDonald still has only one National to his name so far, Derek Martin having spoilt the party in the 'back to front' season last year. McDonald will nevertheless still be seen as the man to beat.



20 Derek Martin

The defending champ, so he's already demonstrated he knows exactly what's needed to lift the big cup. Martin had previously twice finished in the top four too, and also just seems to 'click' with the Hednesford bowl rather better than he usually does at Foxhall Heath. A second National would certainly be some recompense for another World final where he wasn't on the podium.



743 Paul Wright

He came oh-so close to taking the World title last month at just his second attempt, in the end losing out only due to interference from a backmarker. Obviously, Wright would like to take the oldest title in the sport as some consolation for not being able to paint the whole roof gold and certainly seems to be in a rich vein of form just now.



115 Chris Haird

It's taken a while to make the triple World champion's switch from Tigra 'B' to Tigra 'A' work for him but there's no doubt they have the car going well now, even if the driver claims he's still learning about it. Winning the final last time out to move into the joint points lead means it would be unwise to bet against him adding a third National to his tally.



162 Carl Waller-Barrett

Despite winning multiple finals on the way to the 2021-2022 English points championship, in the end World final 2022 proved to be another case of 'peaked too soon' for the popular Norfolk chip vendor. That makes him another who'd see the National as a great consolation prize. Just one problem: a big crash at Ipswich means the team may yet struggle to even get to Hednesford.



BRITISH RALLYCROSS REPORT

BRITISH RALLYCROSS: GLOSSO, BELGIUM BY HAL RIDGE

AUGUST 6-7

BLEASDALE AND BELLERBY PUT ON AN EPIC SHOW



Bleasdale fended off the Lotus throughout

The saying goes that it only takes two to make a race, and in the seventh round of the British Rallycross Championship 5 Nations Trophy at Glosso in Belgium, that couldn't have been more true.

With the headline Supercar class among the categories skipping the round as part of the event and classes rotation in 2022, it was left to the supporting cast to provide the action, and those in attendance didn't disappoint.

Supernational points leader Jason Bleasdale came out on top in the leading two-wheel-drive division, but he faced stiff opposition from a rejuvenated Paige Bellerby, the latter making it to the first corner first on every occasion through qualifying and the final.

However, while the pair had come to blows at the joker lap merge in Q2 on a baking-hot Saturday afternoon, in the final the next day Bleasdale hassled Bellerby early on, took his joker first and when Bellerby responded on the next tour, the series leader snuck ahead to take the win. Bellerby, who struggled with suspension issues late in the weekend, chased home in second,

recent improvements to her Lotus Exige giving a sign of things to come for the rest of the year.

The Retro Rallycross Championship classes provided some of the best action of the weekend. In the up-to-1600cc division, Austin Mini driver Terry Moore and multiple rallycross champion Tony Lynch traded places throughout the event in an typical age-old rallycross rear-wheel-drive vs front-wheel-drive encounter. Moore eventually came out on top having driven around the outside of Lynch at the final corner of the final's opening tour.

In the Super Retro category, European Rallycross champion Jos Sterkens came out on top with the Ford Escort, but had only started on the second row of the grid, in part due to contact with Lancia Stratos driver John Cross in qualifying. The pair both made it to the main event however, and Cross led the final on lap with the best start, but while he struggled for pace, Sterkens took the advantage to claim a home win.

Dave Bellerby used all of his experience to beat the young chargers in the BMW Mini category, on the tight-

and-technical Glosso circuit. Starting from pole for much of the weekend, the multiple champion was able to force others wide at the first turn, then back the pack up into turn two to hold his advantage. Bradley Turner was best of the rest in second, shadowing Bellerby throughout the final, while Ben Sayer beat Tom Constantine in a battle for the final podium position.

Former World Rallycross Championship driver Guillaume De Ridder made his debut in the RX150 buggy category, but played second fiddle to reigning category champion Patrick O'Donovan, the current British RX Supercar standings leader, through most of qualifying. However, in the final De Ridder passed early leader O'Donovan with a strong joker strategy to take the win, as Luke Constantine finished third.

Results

Organiser: BORA/LHMC **When:** August 6-7

Where: Glosso, Belgium **Starters:** 25

Round 7: Supernational: 1 Jason Bleasdale (Vauxhall VX220); 2 Paige Bellerby (Lotus Exige; BMW Mini); Dave Bellerby (BMW Mini); ALL4 Mini: David Bell (BMW Mini); RX150: Guillaume De Ridder (RX150); Retro RX: Terry Moore (Austin Mini); Super Retro: Jos Sterkens (Ford Escort); ALL4 Mini: David Bell (BMW Mini).

FORD SPECIAL

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

**PICKING OUT OUR FAVOURITE
BLUE OVAL BATTLERS**



WE NEED YOU! Join our exclusive Motul MN poll **p37**

We celebrate one of motorsport's most popular competition marques

HOW FORD'S HEAVY METAL HAS LEFT A LASTING IMPRESSION



Ford rocked Le Mans in the 1960s

By Matt James

There is hardly a branch of motorsport that Ford has not engaged with. From sportscars to rallying, through single-seaters and tin-tops, the brand has always had competition at its heart, and we celebrate that fact here.

It has often allied its on-track activities with special road-going models. Indeed, the Ford Escort Mexico can trace its heritage straight back to a rallying competition.

The ubiquitous Ford Escort Mk2 is still going strong in rallying, and Kent-engined Formula Ford shows no signs of slowing down. Not only has Ford created cutting edge technology, it has also produced cars that are still held dear by competitors today.

From the mighty Ford GT40 through to the very latest in World Rally Championship technology, the Blue Oval has flown high and does not look likely to relent.

Here, we take a look at some of the firm's most enduring legacies.

INSIGHT

REDISCOVERING A NATIONAL RACING ICON

*The remarkable story of
Andy Rouse's RS500 p22*




RETRO

THE CATEGORY THAT REFUSES TO DIE OUT

*Formula Ford: still going
strong five decades on p31*



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FORD SPECIAL

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Ford: At the top of the WRC tree

THE RACE AND RALLY ICONS WHICH HAVE STARRED GENERATIONS

Ford has been a bedrock of competition and competition cars for more than 100 years and can trace its roots back to motorsport in the USA.

And European fans have not been starved of some of the brand's most inventive and well-loved machines too, and that has prompted us to take a wander down memory lane. It is a highly appropriate time to do it too, with Kelsey Media's Ford Fair taking place at Silverstone this weekend, where all that is good about the Blue Oval will be there to be admired. More than 5000 cars will be on display, and it is a great weekend to feed the passion.

Paul Lawrence takes a look at the story of one of the brand's most iconic competition cars, the Ford Escort. All iterations of the car have taken to the circuit and the rally stages and the Mk2 in particular is the machine that is still the go-to for so many. It isn't about the brute power, and it isn't about the styling. It is about the smiles-per-hour that racers can get from the boxy saloon. While it might have been something rather vanilla for the roads, stick a competition motor in it and he becomes an entirely different animal.

We unearth the remarkable story of Andy Rouse's original Ford Sierra RS500 that has been reborn. National racer Michael Caine had no idea what he had purchased when he collected the sporty tin-top. However, some meticulous preparation and some painstaking research have completed the circle.

Rouse himself is the subject of our readers' Q&A. The four-time BTCC title winner is known for turning his engineering hand to so many successful products, but it is his liaison with Ford that stands strongest in the memory. He brought Ford into the two-litre era too in a decorated career.

Deputy editor Graham Keillor checks out the history of another lasting legacy from the Blue Oval, which was Formula Ford. The first race took place in July 1967 and the category is still going strong today. Indeed, the end-of-season showdowns at the Formula Ford Festival at Brands Hatch and the Walter Hayes Trophy at Silverstone can genuinely claim to be the launchpad for the next generation of race superstars too.

The sportscar arena was also a happy hunting ground for Ford, and David Addison takes a look at the firm's heritage in the long-distance world, something that led to the creation of the ultimate sportscar, the Ford GT40.

We also need your help too. We have launched another Motul-supported MN poll where we are aiming to unearth your favourite Ford sporting machine from the shortlist we have drawn up. We hope you enjoy our reflections.

Matt James

Editor, Motorsport News
@MattJMNews



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Paul Lawrence traces the indelible impression left by the rear-wheel-drive superstar car, the Ford Escort



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How a BTCC title winner is riding high again after a full restoration, by Matt James



P24 Readers' Q&A: Tin-top king Andy Rouse

The multiple title winner who took Ford to the forefront of saloon car racing



P31 The category that refuses to die out

It's 55 years old, but Formula Ford 1600 is still pulling in the young talents



P34 In it for the longest haul of all

David Addison looks at the mark Ford made on long-distance motorsport



P37 Motorsport News needs your opinions!

Learn how to vote for your favourite machines from the Blue Oval

FORD SPECIAL

THE FORD ESCORT RALLYING LEGEND

Paul Lawrence looks at the enduring appeal of the rear-wheel-drive favourite



Mk2's WRC victory came in 1981

For more than 50 years, the Ford Escort has been a mainstay of rallying. The design may have its roots in the 1960s but the Escort remains as popular today as it ever has been.

The origins of the Escort are remarkably humble. Back in the 1960s, run-of-the-mill family cars were pretty dire and the average British motorist was faced with a choice between an Austin 1100, a Vauxhall Viva and a Ford Anglia as key offerings from the biggest car producers.

Though successful, the late 1950s' Anglia was very long in the tooth by the time England won the 1966 World Cup and in 1967 Ford revealed that a brand-new model of family car

was about to be launched. Production of the first Escort was already up and running at Halewood in Merseyside by December 1967 and the Escort Mk1 made its public debut at the Brussels Motor Show in January 1968. In keeping with Ford tradition there were several sporting models in the range and the Escort quickly found its way into motorsport, notably in rallying. However, the first recorded competition for a Ford Escort seems to have been a rallycross event at Croft in February 1968, with Roger Clark and Barry Lee at the wheel.

The big occasion in the Mk1 story was the 1970 London-to-Mexico Marathon, which linked the host city of the 1966 World Cup with the 1970 host city. Ford's success on that event spawned a dedicated celebration model called the

Mexico. Ford competition manager Stuart Turner overspent the budget so badly on the six-week, 16,000-mile adventure that only a dominant victory saved his job but the Ford team packed five cars into the final top eight, topped by Hannu Mikkola and Gunnar Palm.

More than 10,000 Mk1 Mexicos were eventually built on the back of that famous victory, using a 1600 crossflow engine to give it a little more zip than most of its rivals. Mexico Challenges in both racing and rallying served to further bolster the sporty image, with ferocious competition in these early manufacturer-backed one-make contests.

The RS1600 was also introduced in 1970, with the ubiquitous 16-valve BDA engine, while the two-litre RS2000 that followed in 1972 made use of the good

old Pinto engine and was something of a swansong for the Mk1 as the arrival of the Mk2 was imminent.

The boxier Mk2 went into production in December 1974, using the same mechanicals, floorplan and core structure of the Mk1, but offering a roomier cockpit and a raft of improvements to bring the concept up to date, early 1970s style. At its prime the Escort, in both Mk1 and Mk2 guise, was regularly the best-selling car in the UK and more than four million were built across the model's 33-year life.

Performance models including a Mexico and an RS2000 were available for those looking for sporty performance. However the key successes for the Mk2 came after Ford's factory team built the RS1800, which was homologated in April 1977 with the two-litre Cosworth BDG aluminium block. With 250bhp on tap, this was the ultimate period Escort and cried out to be rallied.

The Mk2 quickly continued the rallying success of the Mk1, winning the RAC Rally every year from 1975 until 1979, before Henri Toivonen's mercurial talent took his Sunbeam Lotus to victory in 1980. In the 1979 World Rally Championship, Bjorn Waldegaard won the drivers' title from Hannu Mikkola and Ari Vatanen was fifth, all driving RS1800s. Their success in '79 delivered the manufacturers' crown to Ford, a feat

not repeated until 2006 when Marcus Gronholm and Mikko Hirvonen won the title in Ford Focus WRCs.

Vatanen, perhaps the most famous of all Mk2 drivers, won the drivers' title again in 1981, giving the model its final win at world level on the 1000 Lakes Rally, when the Finn and his co-driver David Richards beat everyone else. More than a quarter of the 150 entries on that rally were Ford Escorts. In its World Rally Championship life between 1975 and '81, the Mk2 took 20 victories driven by the greats of the day, including Vatanen, Mikkola, Waldegaard and Roger Clark.

The Escort was dominant for a decade in the British Rally Championship and only Pentti Airikkala and his Vauxhall Chevette prevented a clean sweep of 10 titles in 10-years from 1971 to 1980. The success started with Chris Sclater's Mk1 in '71 and ended with Vatanen in '80, taking in titles for Clark, Billy Coleman and Russell Brookes along the way.

But by the close of the 1981 season the writing was on the wall for the two wheel-drive Escort as the Audi Quattro was about to change the face of rallying. In the British forests, T-shirts appeared proclaiming 'Quattros are boring' as the all-wheel-drive Audi seemingly rendered the Mk2 Escort redundant in rallying. But that was to prove far from the truth.

In the aftermath of the Mk2, the Escort

'The Mk2's story will not slow down'

Motorsport News



Matt Robinson is a fan of the Mk2



The sideways style is spectacular



The 1970 London to Mexico Rally proved a high point for the Mk1



Waldegard was flying high in an Escort Mk2 in 1979



Roger Clark was always linked with the Escort

tag lived on in rallying. Ford toyed with the RS1700T before dumping it for the Group B RS200, the Mk3 was turned into a decent rally car in the Gartrac G3 version and the Escort Cosworth later gave the model name a new lease of life into the 1990s.

Back in the early 1980s, certainly at the top level, the Escort was cast aside as four-wheel-drive and then the madness of Group B made 250bhp, two-wheel-drive cars a thing of the past. But the Escort was still a mainstay of British rallying in particular, just as the Mini Cooper had been in the 1960s.

It is now 40 years since a Ford Escort won the British Rally Championship but the popularity of the car shows no sign of waning. In fact, it's probably even more popular now than it was back in the mid-1980s. By any measure, the Escort is a winning formula and, most of all, owners and drivers cite the fun per mile that it gives you as one of the key reasons for having one.

Escorts can be made to dance like few other cars, both on asphalt and gravel, and the reward for the driver is immense. Fundamentally, the simple front-engine, rear-wheel-drive format of the Escort makes it easy to drive fairly close to the limit although, like every rally car, getting it to the limit takes another level of skill.

Importantly, with Escorts being used

every weekend on rallies all over the country, a whole industry has evolved to build, maintain and prepare rally Escorts. If you want parts for an Escort, you can generally get them off the shelf somewhere in the UK. This has helped make them the weapon of choice in historic rallying because an Escort is the easy option and the most fun to drive. Usually powered by a 250bhp BDG engine, they are still one of the ultimate choices for those who go rallying purely for the love of it.

Of course, there are those who bemoan the fact that the Escort is still numerically dominant in British rallying, saying that we should move forward and have more modern cars. But at the end of the day, most drivers competing in UK rallying are doing it for their own enjoyment from their own taxed income. So why shouldn't they drive the car of their choice? If that happens to be an Escort, then so be it.

In 1996 Richard Gough and Mike Wilding won the Woodpecker Rally in Gough's ex-Vatanen car, the last win for a two-wheel-drive car on the popular forest event. Rather ironically they beat Roger Clark's son Matthew in an Escort Cosworth by just two seconds. More than 40 Escorts contested that event, including Roger Clark himself in a Mk1 just 18 months before his death. It was the penultimate rally of a 35-year career that

included more than 120 rallies in Escorts. Twenty-six years later, a total of 62 Escorts are in the 170-car entry for next month's Woodpecker, including Gough in his stunning, and subsequently superbly rebuilt, Rothmans-liveried car.

Increasingly in recent times, a whole new raft of Escorts have evolved to run in the modified classes, on gravel and notably on asphalt. Stunning Mk2s using clever 300bhp engines, sequential gearboxes and smart dampers are common, particularly on asphalt rallies. Notably in Ireland, a whole movement has grown up to build and run these cars and the spectacle is awesome. The leading car builders typically have up to 10 bodysells in stock ready for construction.

Of course, even the most developed Escort cannot compete with the modern R5 and Rally2 cars, but in terms of bang for buck and spectator appeal, they have few rivals. On the recent Down Rally in Northern Ireland, out of 112 starters a whopping 43 were Escorts and most of them were superbly presented and driven incredibly well.

So the Escort seems to be here to stay. It may be underpinned by 1970s technology but it is a glorious rally car that seldom fails to put a smile on the face of the competitors and the fans. The Escort is well and truly alive in rallying. Long live the Escort! ■

The Vatanen touch

No rally driver better embodies the spirit of the Ford Escort in rallying than Ari Vatanen, who drove one in his formative years, made his name in them and took some of his biggest successes in Escorts. Few drivers put Escorts at angles as outrageous as Ari customarily did.

On arivatanenrally.com, he explained the start of his Escort love affair: "Works drivers Timo Makinen and Hannu Mikkola had Mk1 Escorts they could use on Finnish events maintained by a dealer in Joensuu, not so far from Tuupovaara. I tended to hang around peeping through the door to get a glimpse of them.

"One of the key people involved in preparing these cars was Ali Haimakainen. He also worked on my Opel in his free time and for the 1974 Itaralli I asked him to be my co-driver – hoping that this would make him forget how much I owed him. Yet, he still had to tow Hannu Mikkola's Escort back to Joensuu after the event, too.

"We'd managed to push Hannu surprisingly hard in the rally and on our way back Ali took the risk of letting me briefly – and very secretly – try the Escort.



David Richards (I) and Ford ace Ari Vatanen

"It was an overwhelming experience! I was so impressed by the power and everything and brought the Escort back eyes gleaming, hoping I could one day drive a car like that myself.

"As fate would have it, it was a further development of that Escort that allowed me to impose my own handwriting, so to speak, on the world rally stage. Let me quote from the foreword I wrote to Graham Robson's splendid book 'The Works Escorts'.

"For me, at this time, everything was a novelty, and I was discovering life – with Ford and the Escort. I always drove the Escort

with the same enthusiasm as I live – flat out into each corner, and we'll see what happens. Living to the full left no time for tactics, because life is not a game, and it cannot be rehearsed. The panel beaters got plenty of practice, though..."

"The Escort suited my style as a glove fits a hand. It was so easy to drive that it must have guessed what I wanted to do. Side numbers were usually the first thing that spectators saw of my Escorts. And I had a smile on my face. I felt as if I was the painter, who expresses his joy of life by painting. At times I was overwhelmed by joy, and a brush did not stay on the canvas."



Ford team celebrated the 1977 Safari win

FORD SPECIAL

TVR Tuscan and British GT title winner Michael Caine is always on the lookout for a good deal. The motor trader – “I’m just a second-hand car dealer from Newmarket,” he often quips – is a man with a nose for a bargain.

But even he couldn’t have dreamt that he was about to unearth a piece of motorsport history when he set his heart on buying a Ford Sierra RS500. It was a pipe dream that he had held since he was a teenager, and when he was in a position to make that happen, he got way more than he bargained for. It is a story worth listening to.

The 52-year-old always had a hankering for the Blue Oval’s sporting products, and it started when his working life began.

Caine explains: “My first job was as a trainee car salesman at a place called Gilbert Rice in Cambridge, which was the official RS dealer for the area. I was there when I was 17, so it was 1988, which was prime time for the RS500.

“The car in the showroom that we loved and the one that all the public wanted to come along and look at was the Cosworth. Because we were an RS dealership, we would get tickets to go and watch the British Touring Car Championship – they were sent through by Andy Rouse Engineering. The top salesmen used to win tickets and I would buy them off the guys for a fiver or a tenner because they couldn’t be bothered to go.

“When I went, the car for me was the Kaliber number one car. It was always at the front and I loved the fact that, to me, Andy Rouse just reminded me of an accountant, not a racing driver. Everything for him was about the racing, nothing else mattered. It was about preparing the cars and getting the lap time.

“That is what got me into racing. The BTCC and going along in my little Ford Fiesta Popular. I used to love it.”

The starry-eyed teenager was soon to take to the tracks himself in a VW Scirocco in the much-missed Slick 50 Road Saloons category. He even won a title. From there, he progressed through sportscars and claimed the TVR Tuscan title in 2000. Outings in Porsches followed and he claimed the British GT championship silverware in 2012 in a Motorbase Performance Porsche alongside Daniele Perfetti.

In the background, there was plenty of wheeler-dealing was going on in the car trade and, late last year, Caine decided to make his boyhood dreams come true. He heard on the grapevine about an RS500 that was available to buy.

“When I was told that this car was around, I realised that my heart was going to rule my head – and my wallet too,” he explains. “I went to see it in October last year, and what we were led to believe was that it was known as the FET car because that was the sponsor on it. It had competed in the Japanese Touring Car Championship in 1990 and then it had sat in a museum ever since.

“I had no idea what I had bought”

Michael Caine

HOW A TRUE RACING GEM WAS UNEARTHED - BY ACCIDENT

Andy Rouse’s 1989 British Touring Car Championship machine is back in top form thanks to Michael Caine. By Matt James



Michael Caine (l) and Andy Rouse

“I looked around it and fell in love. It looked amazing but we really didn’t know what we were getting into. I took along Alec and Harry from Premier Motorsport, who are marque experts. I didn’t really know anything, so having them there was useful.”

Caine wanted the hardware and he bought it. While there was no grand plan to go and tackle an entire historic or classic race series, there was just a scheme to take it out on occasions, hopefully climb up the competitive order and maybe sell it on for a small profit. That was the initial idea anyway, but things soon changed.

“We got it back to Premier Motorsport and we started putting some work into it,” explains Caine. “There were some bits of the car we couldn’t figure out. We were trying to understand what we needed to do to the car and the more we looked at it, the more we saw it had quite a few Andy Rouse Engineering bits on it. The engine had ARE01 stamped on it, for example.

“It had also come with a box of bits that had been taken off the car and replaced

with more up-to-date things, using more modern technology. Even at that point, we really didn’t know what it was. The guys did a bit more research and looked at pictures – thousands of them. The boys were sending me photos at 0200hrs and saying ‘look at this shot of the interior – that’s the same dashboard!’

“I still refused to believe it,” admits Caine. “But we kept looking and it seemed very similar and we had loads of information through photos. Then the boys rubbed down the rear quarter panel and took the rear lights out. We got down the original paint job and we realised that it wasn’t the Kaliber colours. But it turned out that the paint we had uncovered was the colour scheme that Rouse he had used when he raced the car at Macau at the end of the season.”

So that was the start of the journey to uncover the car’s history. It had raced in the Far East and had been the machine that four-time title winner had used on the streets of the former Portuguese colony.

“I still, even at that point, didn’t think

that it was Andy’s original car. No-one could be that lucky,” says Caine. “I managed to get hold of Andy, which was, for me, enough in itself. He is a hero, so just to talk to him was unbelievable.

“He was brilliant. He was as nice as you could be. They say never meet your heroes, but he was fabulous. He said that it probably wasn’t this car. We sent him some photos and he wasn’t sure, so then I took the car to him and let him have a look around it. Andy walked up to the car, got on his hands and knees – at 74 years of age – and crawled underneath it. He literally hung his head out and said ‘yes, this is my car’. I was blown away.

“He was able to list off all the stuff that was on the car that wouldn’t be on anyone else’s RS500. There was some crash damage from when his steering rack broke at Oulton Park and he put it in the wall at Druids. He showed us the repair from that. All the dash and all the switch gear was right. It had a little lug on the rollcage because he used to have a bar that ran from the seat to the cage

because he had had a seat break before, so he strengthened it.”

So that was the verification that the car’s new owner needed to hear. It was official, it was an ex-Rouse car and he had virtually struck gold. While it was what he wanted to know, it also meant that he had bitten off more than he had originally thought.

“That knowledge presented us with a problem: to get the car right again, it needed to be strictly done to how Andy Rouse would have had it when he raced it in 1989. It could no longer be the FET car that Michael Caine wanted to just go and barrel around in,” explains Caine.

“What we found was underneath the blue paint on the car, which Rouse had raced at Macau, were all the original Kaliber stripes. We were able to rub down parts of the car and get the exact measurements of the flashes, match the colours exactly and things like that. Even to the tape on the rear lights: it still had the marks where the tape had been peeled off.

“We put it right back into its Kaliber colours and we even used the very same



The RS500 returned to the UK after being in a museum in Japan



Rouse had familiar feeling in the Sierra's cockpit

Photos: Michael Caine (who would like to point out, he is still quicker than Mike Jordan) , Jakob Ebrey



Rouse got back behind the wheel

paint oven that they had used when the car was brand new.”

Once it was complete, all shiny and back to as-new, there was one other thing that Caine wanted to make happen. He invited Rouse to drive the rebuilt car on a British Racing Drivers’ Club trackday at Silverstone in March this year. The offer was accepted and the circle had finally been completed.

“The suspension and spring rates are exactly as it was in the day because Andy gave me the set-up sheets that he had. It is 100% authentic,” explains Caine. “There is a small change in the engine management system which is far better at protecting the powerplant than the systems of the day, but that is the only thing we have altered.

“Putting the car back together didn’t take that long, because a lot of the bits that they had taken off and put in the box that came with the car, we put back on. We didn’t need to do any bodywork or get rid of any rust, because there was none on it. That’s because all it had done was sit

in a museum after eight rounds in Japan.

“We got the car in the October and Andy drove it in March. We just hoped and prayed that it didn’t break down and that we would have a dry day. Andy turned up and drove for six or seven laps, but then he stayed with us for another hour and a half. We had some lunch and a chat, and that was enough for me. I was bowled over because he is such a hero.

“Everyone was so pleased that he drove it. When we started the programme, others said to me that he wouldn’t drive the car because he wasn’t into that sort of thing anymore. But he did, and for him to come and drive it and take the time out to show his interest was a highlight for me. He complimented the guys on how the car felt.

“I have now also got Andy’s team jacket from that season in a frame on my workshop wall, and he has signed that. He also gave us a letter of authentication to say that it was his machine.

“He is still helping now: even to the point that he was emailing me last week

because we had some questions about it and he was offering advice and tips to help us perfect it. He is always there to tap into for advice.”

Having the provenance of the car established means that far from Caine letting his heart rule his head, he has actually invested extremely wisely. The value of the car won’t be tested until it goes up for sale, but its proud owner is happy. So how much does Caine reckon it is worth? “It wouldn’t be car of the week on my forecourt at £10,995, put it that way...” he quips. “It is a special treasure and it is now worth significantly more than I bought it for. If I sell it now, it looks like I have done the car dealer thing and turned it around for a quick profit, but I am not going to do that.

“I am going to the Ford Fair at Silverstone this weekend and show it off there. If the motor trade is kinder to me than it has been, then I will maybe go and do some races in it next year. It is the sort of car that needs to be seen by as many people as possible. I simply love it.” ■

Rouse: Rolling back the years

While Michael Caine might have had some trepidation about inviting Andy Rouse to strap himself into the cockpit of his Ford Sierra RS500, there was none of that from the four-time champion himself.

Having confirmed that the car Caine had bought was his 1988 racer, he was delighted when the owner invited him to get back behind the wheel of a machine that had taken him to six wins that season and third place in the overall standings and the Class A title.

“I felt at home straight away and the really impressive thing was the engine: I couldn’t believe how powerful it was,” says Rouse. “You don’t feel that sort of torque and power very often. Mind you, it has been a



The four-time champion in the hot seat

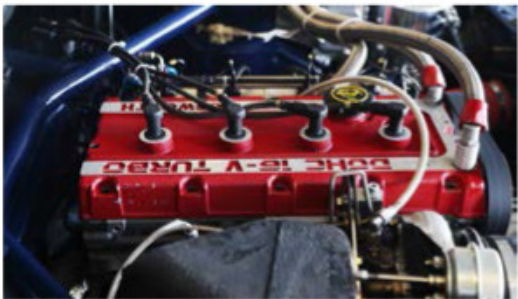
while since I have been in a racing car and put my foot flat to the floor.”

The power was something that Rouse was used to taming back in the day, and he was pleased that the original aspects of the car – the huge amounts of grunt – took him straight back in time to a different era of tin-top racing.

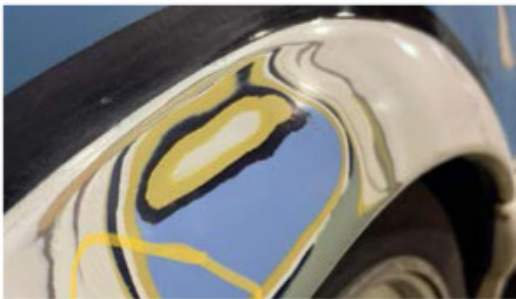
“I only did a couple of

laps at Silverstone but I could have gone on all afternoon – but Michael wouldn’t let me! It was nice to be back in the pitlane and see some old friends. It was like stepping back in time.”

Given how emotional the story of the RS500 is, there is every chance Rouse will get the opportunity to sample it again in the future.



The engine was an ARE original



The paint scheme was a clue



Rouse (l) gets on his knees to inspect Caine’s newest purchase...

FORD SPECIAL

ANDY ROUSE:

Matt James puts the readers' questions to the four-time BTCC title winner and ace engineer



The star and car:
Andy Rouse

Photos: Jakob Ebrey, Motorsport Images

THE SIERRA RS500 WAS THE ULTIMATE TIN-TOP



Rouse's BTCC career began in 1973 in a Broadspeed Escort

Andy Rouse doesn't look like your typical racing driver. He doesn't act like one either. There is no ego to have to pander to, there is no smoke that needs to be blown in any direction.

He is a man who loves motorsport and loves the challenge of unearthing the latest trick from the chassis or the engine. After that had been achieved, he set about chipping the odd tenth of his lap time from his position behind the wheel.

Despite retiring from the British Touring Car Championship back in 1994, he still maintains fourth place in the all-time race winners' list with a remarkable 60 victories – despite the

fact that drivers have three times as many opportunities to collect silverware in the modern generation.

Rouse was at the forefront of so many different race programmes with many different manufacturers – indeed, his quartet of titles were all taken in different types of car. However, his victories in Ford's products are among the most memorable.

Andy Rouse and his Andy Rouse Engineering firm was at the heart of the development of what ultimately was the highpoint of Group A tin-tops with the Ford Sierra RS500. It was a brutal monster that Rouse was a master at taming and, as he did so, he secured his place in the minds of a generation of motorsport fans.

He very kindly took time out of his schedule to tackle the Motorsport News readers' questions, and we are very grateful.

Question: What made you start driving competitively?

Joseph Anthony Via Facebook

Andy Rouse: "I was always interested in cars, right from a young age. It was just my thing and it didn't really come from my family or anything like that. It was a personal passion, and my access point into it was doing autograss or, as they called it back then, jalopy racing,

continued on page 26

"The first car I built was a home-made jalopy"

Andy Rouse



Rouse (centre) was part of the Gordon Spice Racing operation in 1980 in a tempestuous season

FORD SPECIAL

“I used to get on my bike and cycle all around Gloucestershire to the nearest event wherever it was that weekend. I used to love watching the racing.

“Eventually I built my own jalopy racer while I was at school. I took part in my first race when I was 17 years old.”

MN: How did you know what to do? Who taught you the ropes to be able to build your own car?

AR: “I just looked at what everybody else had been doing and then created my own version of it for myself. I did my best to copy it.”

MN: Were you successful?

AR: “I was eventually, yes. I started off with a very basic car but eventually I had a rear-engined spaceframed car and I managed to win the Gloucester and District Jalopy Car Club championship. I was about 20 years old when I won that and then I had the desire to go circuit racing so I moved on from my jalopy to a Formula Ford car.

“I bought a Dulon LD4 chassis. It was a car you could buy in kit form and have a go at building it yourself, which was good because it saved a lot of money. And I wasn’t earning a great deal at the time. I was an engineering apprentice by then. I worked in a big factory in Gloucester so I could get bits and pieces from the factory and also get help from the guys who worked there too. I tuned my own engine too.”

MN: Were you successful in that too?

AR: “I was, I won the South West Formula Ford 1600 Championship – based around Thruxton, Castle Combe and even Llandow and a couple of other places.”

MN sets the scene: With his engineering apprenticeship complete, Rouse then joined legendary car preparer Ralph Broad’s Broadspeed firm. This is where the motor racing really took off and it is also where the future king got his first taste of tin-top racing.

Question: *What did you learn from Ralph Broad?*

James Hilton
Via email

AR: “I joined in 1972. I learned an awful lot from Ralph Broad. He was a really lively guy, very sharp and very innovative in engineering terms. He was a great guy and it is immeasurable the things he taught me.

“Initially, I was a head grinder. Broadspeed used to provide the Ford Motor Company with polished cylinder heads for the crossflow engines. So that was my first role. I had been doing that anyway by sorting out the engines for my Formula Ford 1600 cars, so I knew how to do it.”

MN: And Ralph was a big supporter of your motorsport career too. He put you in cars...

AR: “He helped me, and I helped him. When I first went there, I still had my Formula Ford car and I had tried racing



Rouse mastered the art of a Ford Capri, here in 1981

in the National Formula Ford Championship. I didn’t really do too well at that because I didn’t have enough time to spend on my car and I could never get the time off to go testing or anything like that because I was working for Ralph 60 hours a week.

“I eventually gave up Formula Ford because Ralph wasn’t that interested anyway, even though he had been supplying me with an engine.

“It coincided with the start of the Ford Escort Mexico Championship for the Mk1 cars in that 1972 season. Broadspeed was a Ford dealer and so Ralph did me a deal on a car and I was able to do all the preparation. I went and won the title.”

MN: So when you did the Mexico championship, did you suddenly think that saloon car racing could be a career, or did you just do it because it was something to race and you had no other options?

AR: “To be honest, I moved over to saloon car racing because it was all that Ralph was interested in. If I was going to get anywhere with Broadspeed, I

needed to get a roof over my head...

“After I had won the Escort championships, there were all sorts of other championship for the Mexico opening up all over Europe. Loads of cars would turn up at Broadspeed waiting to be prepared. All these Mexicos would turn up from Belgium and places like that and the yard was so full of cars that we didn’t get time to do them properly and we had to send them back! It created a lot of business.”

MN: So how did the opportunity come about to step up to the British Saloon Car Championship in 1973?

AR: “Broadspeed was running Escorts for the Ford Motor Company and so it was just a natural step, really. Ralph was operating the Group 2 cars and we were building 1300cc Escort BDAs and the two-litre cars as well. Because I was running the race workshops, I got into doing the testing for the cars and Ralph said I had gone quite well, and that led to be eventually getting to race the cars. I was alongside the likes of Vince Woodman and Dave Matthews.

“Then, when it changed to Group 1 for

1974, we switched over to the Dolomite Sprint. Ralph had done deal with Triumph to run the touring cars. They didn’t handle that well. It was quite a decent car, but it had no brakes, but chose it because it was the only two-litre car with a 16-valve engine.”

Question: *Why did you decide to form Andy Rouse Engineering in 1981? What was the story behind that?*

Russell Scobbie
Via email

AR: “I left Broadspeed after the deal to race a Jaguar in the European Touring Car Championship had finished ahead of the 1978 season and I went freelance with racing, testing and engineering.

“That led on naturally to us setting up our own workshop. When Broadspeed finally closed down, we started up. We bought a lot of the equipment from Broadspeed in the auction after it was shut down.”

MN: Before that happened, you had spent a season racing alongside Gordon Spice in a Capri and things got a bit fruity between you in 1980, didn’t they?

AR: “Yes, I kept beating him and he told me to stop! So I had to spend the rest of the season following team orders and playing second fiddle to him. I wasn’t too pleased about that, but it was a job at the end of the day.”

MN: Was that something you were always destined to do – to become a team owner?

AR: “It was something that I did have my sights set on, but circumstances just came together just to make it happen.”

Question: *When you look back now, what was your favourite touring car era?*

Chris Phillips
Via Twitter

MN: “I would have to say the Ford Sierra RS500 era. The cars were just great. They were such a brilliant car to drive and to work on, and the public loved watching those cars too.”

Question: *How involved was Ford with the XR4Ti project in the British Touring Car Championship in 1985? You obviously knew about the RS*

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“To get on, I knew I needed to get a roof over my head”

Andy Rouse



Andy Rouse and Alain Ferte beat Eggenberger in the TT

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FORD SPECIAL



Rouse claimed the 1984 title in a Rover



The BBC Swelled BTCC grid in 1988



Rouse clocked up four titles and 60 race wins in his BTCC career



Ford came back into the series with the two-litre Mondeo in 1993



Gravett and Rouse
go toe-to-toe in '89

Cosworth. Where you sworn to secrecy?
Gary Jennings

Via email

AR: “Ford had approached me and said that this new Group A car was on the way, and they wanted me to be involved right from the start.

“It was a factory contract we had with Ford to develop the XR4Ti. They didn’t tell us exactly where we were headed with the programme to start with. We knew there was another Sierra coming along but we didn’t know the details.

“But that initial intention was to develop the Sierra chassis ready for the Cosworth engine, but we had got the Merkur engine going quite well by that stage anyway. It was an American engine and the Merkur was sold in Germany into the road-car market.”

MN: Ford came along with the Sierra programme to transform the image of the car, which had been not too

well received by the public...

AR: “People dubbed it the jelly mould car! It was such a change from the Cortina, and it took people a long while to get around the concept, I think. To take the car and turn it into a competitive proposition was a great challenge. It worked out really well.

“When we started racing the XR4Ti in that first season in 1984, the sales of road cars went up massively. Ford did a TV advert and it was played out regularly in the middle of the News at 10 on ITV for about six months. I used to get stopped in petrol stations and all sorts of places with people asking for my autograph.”

Question: How hard was it to get your head around turbocharging, or did that come easily? It was a new thing with the Sierra in 1985...

Steven Nye
Via email

AR: “It was something quite different and it was new for us as a company as well. It was a tricky process to understand all the ins and outs of it to begin with. We had a few problems early on with just keeping the boost pipes together so it didn’t keep blowing the hoses off and things like that.

“The amount of heat involved was something that we weren’t used to either, but we got it going really well in the end. It was more powerful than a Rover V8, and that was the main opposition back then. We had about 330bhp out of the Merkur powerplant.”

MN: So when you drove the first iteration of the Sierra, the RS Cosworth, did you realise that it was going to be a game-changer in terms of the tin-top championship?

AR: “Nobody expected the Merkur to be a title-winning car and Ford was surprised. That led us to the Sierra RS

Cosworth to begin with while we waited for the RS500 to be homologated officially. The RS Cosworth had a smaller turbo and pushed out about 360bhp, I suppose. Then, when we got our hands on the RS500, it would race with just over 500bhp and we would use about 530bhp for qualifying...”

MN: What is the trick to driving an RS500 quickly? Many people tried, but not all were successful...

AR: “You had, really, to set the car up to understeer. Then you drove it with your right foot and the steering wheel and you would steer the rear around. The trick was also to try and keep it on boost too. It wasn’t a car that you late-braked with. You braked early and got on the power as soon as you could to keep the turbo spinning, and then you balanced it through the rest of the corner on the throttle.”

Question: What one car do you wish you had have kept from your glorious career?

Chris Phillips
Via Twitter

AR: “That would be the last RS500 we built I suppose, which was obviously the best one that we put together with all the lessons we had learned. That was in 1990.

“The car went into the Coventry Transport Museum for 10 years. Ford convinced me to bring it out to do the Goodwood Festival of Speed and run it up the hill there. But I crashed into a straw bale and wrecked it. It was the first year they put those massive two-ton straw bales alongside the course and I collected one of those.

“By the time I had it repaired, I had lost my place in the Coventry museum and so I sold it to a guy in Singapore. I wish I had kept it.”

Question: Was your race-long dice with Steve Soper in the British Touring Car Championship at Brands Hatch in 1988 as exciting in the cockpit as it was stood trackside? How satisfying was it to get the better of the Eggenberger car?

Van Car Hairs du Mans

Via Twitter

AR: “It was a fairly tricky race because it rained halfway through. Steve and I were pretty equal and even, and it was an exciting race but it seems to be the one that most people remember.”

MN: You had done all the legwork with the RS500, so it must have been satisfying to beat the German works arm of Ford, which was Eggenberger?

AR: “Eggenberger had been doing the World Touring Car Championship and the European Touring Car Championship. There was a significant rivalry between both our operation and theirs. We beat them at the Touring Trophy at Silverstone in 1988 which snookered their title chances and that didn’t go down too well. It was great to see them come over and try to beat us.”

MN: Have you any idea how many RS500s you built?

AR: “We built about 30 complete cars and must have supplied more than 100 engines. It certainly was a golden period for us. We were even exporting cars to places like Japan.”

Question: Which co-driver did you enjoy
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“Nobody expected the Merkur to be a winner”

Andy Rouse



The Merkur in 1985 was the precursor of the Cosworth and the RS500

FORD SPECIAL



Rouse took his Sierra RS500 up the Goodwood hill

racing with most in your career?
Damien Docherty
Via email

AR: “I enjoyed racing at Bathurst with Peter Brock, because there was always plenty of attention on him as you can imagine at Mount Panorama. “I think Alain Ferte was a great co-driver for us because he raced one of our cars in the French Championship and some of those were longer races. He came over and partnered me at the TT, which was a great win for us. He was a good guy.”

Question: Professionally, what was your most testing season?
Chris Phillips
Via Facebook

AR: “Probably for me it was the transition to front-wheel drive in 1991 when we took on the Toyota Carina. The set-ups were different, and the gearboxes were agricultural and it felt a bit like hard work after the RS500. I had to learn to drive again too!”

Question: You took Ford back go to into the two-litre era in 1993. How satisfying was that? Was the Mondeo the best car you’d built?
Malcolm Munt
Via email

AR: “The Mondeo was certainly the best Super Touring car we built. We won the Touring Car World Cup twice with it with Paul Radisich driving.”
MN: You were instrumental in getting the two-litre era off the ground. Did you expect the Super Touring era to be such a huge success?
AR: “It took off unbelievably well, didn’t it? It was absolutely the right thing to do because the Group A RS500s were coming to the end of their homologation. We had good television company with

the BBC and we were under pressure to keep the TV interested and bring in manufacturers. “Initially, the idea for the two-litre formula came from me. Then we developed the process with Alan Gow and David Richards at Prodrive. “The original concept that I had was to have two-litre turbocharged cars. If you look now that is exactly what they’ve got in the BTCC today...”

Question: Do you think you would have won even more if you had been concentrating solely on driving rather than engineering too?
Abi Crowther
Via email

MN: You could have got close to 100, like Jason Plato!
AR: “Ah, but we didn’t have so many chances to win as they do these days with three races in a weekend. We were lucky if we got 12 a year... “I will admit that it did get a bit stressful for some periods. That was especially true in the Super Touring era, because not only was there all the things to do with the team and actually driving the car, we were running TOCA too, so we were effectively in charge of the championship as well.”

Question: Everyone remembers Steve Soper-John Cleland BTCC finale in 1992, not to forget that it was actually Tim Harvey that won the title! But people often forget that was your last race win. How did you feel when the others stole all the headlines?
Leo Barclay
Via email

AR: “It was such a controversial race, wasn’t it? I was a bit miffed that I was on the podium and everyone else was talking about what had happened at Luffield.”

Question: What are your memories of working with Nigel Mansell in the 1993 TOCA Shootout?
Steve Martin
Via Facebook

AR: “He was great: he was really easy to work with. He spent loads of time with the fans. The thing that impressed me most was that on race day he turned up with his security guards – and boy, did he need them as well. There were 60,000 people there that day, more than they had at the grand prix at the same circuit. “Mansell did struggle a bit to start with

because he couldn’t drive slowly enough. He couldn’t get the hang of braking early. When we went testing with him, he wrote off a couple of spoilers and things because he was going off when he would take too much speed into the corners. He did a load of damage before he got the hang of it. “We only did one day of testing. He drove my car, but he wrecked mine so we had to put him in Paul Radisich’s one. But come race day, he was fairly au fait with it. “That was the best piece of publicity Ford ever got from touring car racing, and that is probably because he had crashed so badly.”

Question: Is there one motorsport title and a major race that you wish you had won?
Stuart Herriott
Via Facebook

AR: “That would have to be the European Touring Car Championship. I only did odd races in Europe and I did the World Championship with Thierry Tassin. We had done a deal with Dunlops, but Pirellis were the thing to have on the continent and so we struggled.”
MN: And is there one big race that you wish you would have won?
AR: “I would like to have won Bathurst, that would have been good.”

Question: It must have been a joy to share a car with your son Julian in Britcar back in 2003...
Chris Phillips
Via Facebook

AR: “It was good, we had a couple of good years racing together. It was just an ambition of mine to go racing with Julian before I was too old.”
MN: Who was quicker, you or him?
AR: “He did all the qualifying and he was quicker, because he had all the new tyres and I was just left with the old worn-out rubber! I had all the second-hand stuff...”

Question: Is there a project you’ve been involved with that never saw the light of day that you regret?
Emma Facey
Via email

AR: “That would be SCV8 [the Supercar V8 series inspired by Rouse, which was a rear-wheel-drive spec chassis and was launched in 2001, but eventually never happened]. It was only the politics that thwarted it really after a couple of years of trying.” ■



Mansell brought thousands to Donington for the shootout in 1993



BTCC legends: Andy Rouse chats to fellow champion John Cleland



Rouse was the driving force behind the ill-fated SCV8 category

“Bathurst is a race I really wanted to win”

Andy Rouse

FORD SPECIAL

Were you to give examples of Ford's most noteworthy feats in motorsport, the UK's junior single-seater scene might not jump to mind as readily as the GT40 or Cosworth DFV. But perhaps it should.

Ford's investment in this country's single-seater racing stretches back to 1967 and only ended, officially, last year when its British Formula 4 relationship concluded. And 1967 is significant. As on July 2 of that year, at Brands Hatch, the very first Formula Ford race took place, Ray Allen topping the Lotus 51-dominated field.

And in the years since Formula Ford became possibly the most successful racing formula the world has seen; the ultimate in accessible and competitive first-rung single-seater competition. As many as nine Formula 1 World champions passed through, as have plenty of others who became notable elsewhere.

And as with most of the best ideas, it originated over a few beverages. It involved Motor Racing Stables, a racing drivers' school based at Brands, and legendary Brands boss John Webb. "John Webb used to have drinks with his mates [at Brands]," commentator Ian Titchmarsh tells Motorsport News, "and Geoff Clarke ran Motor Racing Stables."

"They'd been running school cars, the Formula 3 cars with the one-litre engine and they're not proving to be terribly reliable. And so they came up with the idea of putting the Ford Cortina GT engine in the back of a Formula 3-type chassis and that's how Formula Ford happened."

"In the very early days it was essentially a whole load of Lotus 51s or 31s converted to 51 spec running on road tyres."

Carefully controlled regulations ensured costs remained within reach, though a horse racing-esque requirement where anybody could buy another competitor's car for £1000 soon proved unworkable. The first Formula Ford championship was held in 1968, and was dominated – perhaps in an appropriate calling card – by future F1 driver Tim Schenken. Quickly the 1600cc Kent engine from the Cortina was adopted, and the spec today is largely as it was then.

Plus Ford's direct involvement was key, not least in the shape of its famous executive Walter Hayes, who also gave us the DFV. "That's why we have the Walter Hayes Trophy [annual Formula Ford event] at Silverstone," Titchmarsh says, "Walter Hayes was a huge supporter of Formula Ford and that's why we remember him because of his importance in providing the funds to assist John Webb and Jim Russell to get their project off the ground."

The formula grew quickly, including internationally, with vast and often overflowing grids, massively supported annual Festivals and World Cups, and superb racing.

"Well there was nothing like it,"

"There was nothing like it"

Ian Titchmarsh

FORMULA FORD: RACING'S MOST SUCCESSFUL CLASS

Ford's towering motorsport achievements even reach the UK's single-seater scene, as Graham Keilloh explains



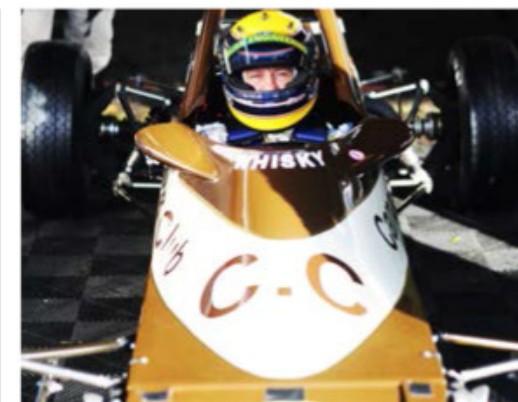
Formula Ford started in 1967



Formula Ford is still going strong



Walter Hayes: crucial supporter



Moreno returned in '21 Festival

Titchmarsh adds, "the nearest equivalent to Formula Ford I suppose was the Monoposto formula but that involved a fair amount of engineering ability because the Monoposto formula encouraged drivers to build their own cars or modify cars."

"And what you could do with Formula Ford was if you had enough money, and it wasn't costing a fortune, you went to Merlyn or Alexis or many other manufacturers that appeared over the first two or three years and buy a car off the shelf, the engine was a standard engine, and it was really accessible and affordable."

"We can discuss until the cows come home whether James Hunt would have ever made it in motor racing if he hadn't had chances in Formula Ford, or Emerson Fittipaldi come to that, or Jody Scheckter."

"I'm a big fan of Formula Junior, for me Formula Ford is an inexpensive version of Formula Junior. Formula Junior played a major role in the early careers of drivers who went on to become grand prix drivers like Denny Hulme,

and provided the same kind of platform."

"And one of the great things about Formula Ford I always felt apart from the close racing was how people of all ages took part in it, whether you're an aspiring young single-seater driver or whether you just race for fun at the weekends."

Peter Daly, chairman of the British Racing and Sports Car Club that runs the National Formula Ford championship today – and regular Formula Ford competitor – notes the formula wasn't only adept at developing drivers either.

"Ford came in with an engine but the rest of it had to be manufactured by lots of very clever engineering people," Daly says to MN, "and you only need to look and see who those people are, the names roll off the tongue like Rory Byrne and various other people who have designed and gone on to great things."

Of course, the modern reader will note that Formula Ford is no longer necessarily the automatic first stepping stone for an aspiring young single-seater driver. A proliferation of alternative junior championships that have come

and, in some cases, gone since the late 1980s, ensured this.

The category also, at the behest of Ford's marketing, made some ill-fated engine switches from the hardy Kent unit, with first the Zetec then the Duratec and finally the turbocharged Ecoboost that powered the British Formula Ford championship, which eventually evolved into British Formula 4.

"When Ford were involved the manufacturers had to update to the Zetec engine which immediately introduced a completely different design to the car," Daly recalls. "The cars were not very good, you'd got these top-heavy cars with relatively narrow track and then they went to wide track."

"Then once the Duratec came in it was a lower centre of gravity but the cars were wider because they needed the sidepod protection, the nose protection etc."

"The engine never survived though, you don't see any Duratec or Zetec really other than Monoposto because [Formula Ford] went back to its roots, being the Kent."

Titchmarsh adds: "Ford blew hot and

cold [over time], they brought in the turbo engine, completely ridiculous idea for Formula Ford but Ford wanted it for marketing reasons. But sometimes the marketing aspect dictated things in the wrong direction whereas if it had been left to somebody who understood how motor racing works, ie Walter Hayes and John Webb, Jim Russell, then you wouldn't have those."

Yet Formula Ford continues, having gone back to its roots with the Kent engine, as Daly noted. He says: "If we had a bit of a groundswell and people said let's go to 115bhp semi-production engine a bit like they do in America, what you'd end up doing then is suddenly splitting the 150 active Formula Fords that are out there and you'd start to then partition it, and then you'd only be eligible to race in certain championships. And that would I think dilute it and kill it."

And Formula Ford, even today, cannot be written off as somewhere that can set young stars on their way. "We only need to look across the world," Daly insists, "Josef Newgarden, Conor Daly, a whole

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FORD SPECIAL

Photos: Motorsport Images, Jakob Ebrey



Ayrton Senna is among F1 champions who raced in Formula Ford



Button got plenty of Formula Ford trophies



Brands' Festival remains a fixture

load from that side of the water as well as guys this side of the water [raced in Formula Ford], I look at my GT category [Daly is also British GT's race director] and see people like Scott Malvern and Matt Cowley, and they grew up on it, they learnt their car skills doing it, and they transferred that on.

"You've still got brand-new chassis available from Medina, Ray, they're all still producing relevant cars to a very simple specification and the costs [are low] as well.

"Lorna [Vickers] and I have got two Van Diemen RF88s and prior to that we had two Van Diemen 89s, and whenever we've bought cars and sold them we've never lost money on them. So when it comes to racing in Formula Ford it doesn't cost a fortune with the car, providing you've got funding to buy a car you'll always sell it for the same money.

"The Avon tyres will do significantly more than a race meeting, you can get through a season with maybe just three sets.

"But when you look at it and say what's its relevance today, it's a great stepping stone between karts that have

got no aero to cars that have got race and slipstreaming skills. You do need to learn to race and trust other people and slipstream and get right up behind them and go for those overtakes and respect people as you're doing it or as it's being done to you.

"I'm a bit of a purist when it comes to racing, I always say in my driver briefings I don't admire bash-and-crash racing. If you saw the Formula Ford Festival of last year the final was unbelievable, it was unfortunate that two cars had a coming together going down through Paddock Hill Bend up to Druids, but the rest of the field absolutely hammer and tong at it but had to respect each other. Now if that had been Caterhams dare I say it, or Ginettas, you would have had the overlaps where they keep pushing each other and trying to stick it up the inside and see what happens.

"It still breeds good racing drivers because it's not about out-and-out acceleration, it's about momentum and race skills, positioning your car and reading the road. You can't teach someone that, it comes with experience of driving that sort of car, because you can't out-

accelerate someone out of a corner."

There's no shortage of Formula Ford options either, with the BRSCC's flagship National championship, James Beckett's United Formula Ford, and over and above these a range of local contests such as Castle Combe's and the Champion of Brands, plus championships for older cars such as those run by the Historic Sports Car Club.

And were these not enough the season concludes with two blue-riband events, first Brands Hatch's storied Formula Ford Festival, that neared 100 entries last year – including Roberto Moreno and Jan Magnussen – for its landmark 50th running, followed immediately by Silverstone's Walter Hayes Trophy that gets an even higher turnout.

Cars are likely to be well matched too. "We had the Moose Trophy [recently] at Oulton Park and it was a mixture of cars from 1997 all the way through to the 1970s," Daly explains, "and they were separated only by one or two seconds per lap."

Formula Ford may now be 55 years of age, but it's showing no signs of slowing down. ■

Formula Ford 2000: the big brother

By the mid-1970s Formula Ford grids had grown so much, and oversubscribed grids had become so common, that organisers faced an unusual problem: what to do to get numbers down? So promoter John Webb came up with the idea of giving Formula Ford 1600 a big brother: Formula Ford 2000.

The new category used the larger, two-litre, Ford Pinto and RS2000 engine and, unlike its 1600 equivalent, had slicks and wings.

It existed until the end of the 1980s and counts Ayrton Senna among its champions, along with Tommy Byrne, JJ Lehto and David Leslie.

Ian Titchmarsh recalls:



FF2000 was created to deal with overflow

"At Silverstone for example you used to have two heats each of a full grid of 36 IFF1600 cars, so that's 70-odd cars, and so Webby thought the would I hive off the better drivers, the ones who were looking to make motor racing a career of sorts, into a slightly enhanced category and so he came up with Formula Ford 2000.

"And that is still very successful. The measure of the success of the concept of Formula Ford 2000 is shown by the fact that the Historic Sports Car Club championship today you get some of the largest grids because the cars are so raceable."



IndyCar stars Daly and Newgarden raced in Formula Ford on way up



Silverstone's annual Walter Hayes Trophy gets mammoth entries



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2022 Calendar

Mar 20	Silverstone Int'l
April 9-10	Brands Hatch Indy Xtra
May 8	Knockhill (SMRC) Sat. testing
May 28	Donington Park GP - British GT Meeting
June 25	Oulton Park Int'l
July 23-24	Snetterton 300 Xtra
Aug 20-21	Cadwell Park
Sept 18	Brands Indy (MSVR) - Ford Power Live
Oct 22-23	Brands Indy Xtra - Formula Ford Festival

Modified Ford Series – Donington Park 2021 Photo: Rafal Biniszewski



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FORD SPECIAL

HOW FORD'S PASSION FOR LE MANS CREATED THE ULTIMATE SPORTSCAR

David Addison tells us how a rejected bid to buy Ferrari spawned success



The famous 1966 Le Mans finish

Just occasionally, you have to have a setback before you can make progress. That was true of Ford when it came to sportscar racing.

In some ways, and perhaps it is true of brands today, Ford didn't care about sportscar racing but it did care hugely about Le Mans and chiefly on beating Ferrari in a race that the Italian constructor rather regarded as its own. When Ford's bid to buy Enzo's eponymous company was rejected at the 11th hour, a furious Henry Ford II decided to beat Ferrari at its own game.

Ford, the man, decided that it needed to take over an existing project and headed in the direction of Eric Broadley whose Lola Mk6 had been impressive at the 1963 Le Mans 24 Hours, even though it didn't finish. Broadley agreed to a deal that involved him but not Lola Cars, and John Wyer was brought in to oversee the project. The Ford GT40, standing at 40 inches high, was born.

In May 1964 the GT40 made its debut at the Nurburgring and retirement was the result with suspension failure. At Le Mans all three cars retired although the Richie Ginther/Masten Gregory entry did at least lead the field up to its second pitstop. Wyer's tenure ended after the winter Nassau races and the project was handed to Carroll Shelby whose squad

took victory in the Daytona 2000kms in February 1965 with a car driven by Ken Miles and Lloyd Ruby. A month later, Miles and Bruce McLaren were second in the Sebring 12 Hours but the rest of the season was a disappointment, although lessons were learnt for 1966.

The GT40 scored honours at Daytona with a top three in the first running of the 24 Hours backed up with a top three lockout at Sebring and then the controversial outcome of Le Mans where another 1-2-3 was overshadowed by Ken Miles' being denied the win by the ACO's regulation that said that in a close finish, the car that covered the greater distance would be awarded the place. As the McLaren/Chris Amon car had started around 18 metres behind Miles and Denny Hulme's car, it was given the nod when Ford tried to orchestrate a dead-heat and McLaren, who some people claim accelerated to be ahead of Miles by inches, took the win. Miles, tragically, wouldn't get another shot as he was killed in a testing accident at Riverside that autumn.

The following year, a Mark IV was run in just two races, the Sebring 12 Hours and Le Mans 24 Hours, Mario Andretti and Bruce McLaren triumphing at Sebring as AJ Foyt and Dan Gurney won at Le Mans. A run of Mark V GT40s was produced with engineering work by Peter Thorp at Safir Engineering and a

host of kit cars, replicas and continuation cars kept the memories alive.

There was also the Ford GT that came into GT racing, initially in GT3. Put together by Martin Bartek at Matech in 2006, the Ford GT was run with the nod of Ford, as the Swiss team struck a deal to homologate the Ford GT and build and prepare the cars into the FIA GT3 European Championship in the first decade of this century. Ford wanted the project to be only a road car but charismatic Czech businessman Bartek took on the idea of making it a race car and moved it into a GT1 car and also tackled Le Mans with the Fords. With a Roush-Yates 5.3-litre V8 engine, they were rocket ships and Arnaud Peyrolles and James Ruffier took a GT3 title. Despite the investment from Bartek, Ford remained uninterested in supporting him and eventually Bartek called time on the project and tried to sell Matech Competition. By now in money troubles, Bartek took his own life aged 44 in 2011.

Eventually Ford did decide to return to GT racing in a formal way, as the World Endurance Championship launched its GTE category and back came a more modified variant of the GT, the cars built by American powerhouse Multimatic. The programme was a hit with the car winning in IMSA at the Monterey Grand Prix at Laguna Seca before the car won

the GTE Pro class at Le Mans in 2016 with the American effort of Ford Chip Ganassi Team USA taking honours, with Joey Hand, Dirk Muller and Sebastien Bourdais crewing the car. The win, poignantly, came 50 years after the 1966 outright win, but there was criticism that the cars had sandbagged through the test weekend and practice so as to fool the ACO and its Balance of Performance measures. Whatever the truth, the Ford had the legs on the other manufacturers that June weekend. There were two cars badged under the Ganassi UK banner too, and the Ford result in 2016 was a 1-3-4. The car was powered by a 3.5-litre EcoBoost V6 engine with 700 horsepower on tap, the power unit chosen because it was a compact engine and gave the car's designers a greater level of freedom. The car was a mid-engined beast that could hit 216mph.

Two more WEC wins came at the end of the season in Fuji and Shanghai, both with a 1-2 result for the Blue Oval, but pickings were leaner the year after. A win came in the opening WEC round at Silverstone but at Le Mans only second place was netted thanks to Harry Tincknell, Andy Priaulx and Pipo Derani. Two Daytona 24 Hours wins added to the car's history but no more Le Mans triumphs came its way and its last WEC win was the 2018 Spa Six Hour race. By the end of the 2019 IMSA

Sportscar Championship, and the 2018/2019 crossover WEC championship, the factory programme was no more with private teams being encouraged to operate the cars. It may only have had a brief completion career but the growling cars won plenty of fans and went some way to restoring that motorsport gene in the company's DNA.

Indeed, it was a far cry from the early 1980s when Ford looked hard at the Group C formula for sportscar racing. The C100 was initially built and run as a Group 6 car and then to Group C regulations, with a four-litre, V8 Cosworth DFL engine. Len Bailey, who had been part of the successful deign team on the GT40, was brought in to design the car but soon became disenchanted and departed the project. In came Tony Southgate who took over the design of the car and wasn't pleased with what he saw, feeling that the steering rack was misplaced and that the rear suspension looked as though it was for a different car. It wasn't an auspicious start to the programme, especially given that their ultimate key rival, Porsche, was beaver away on the 956.

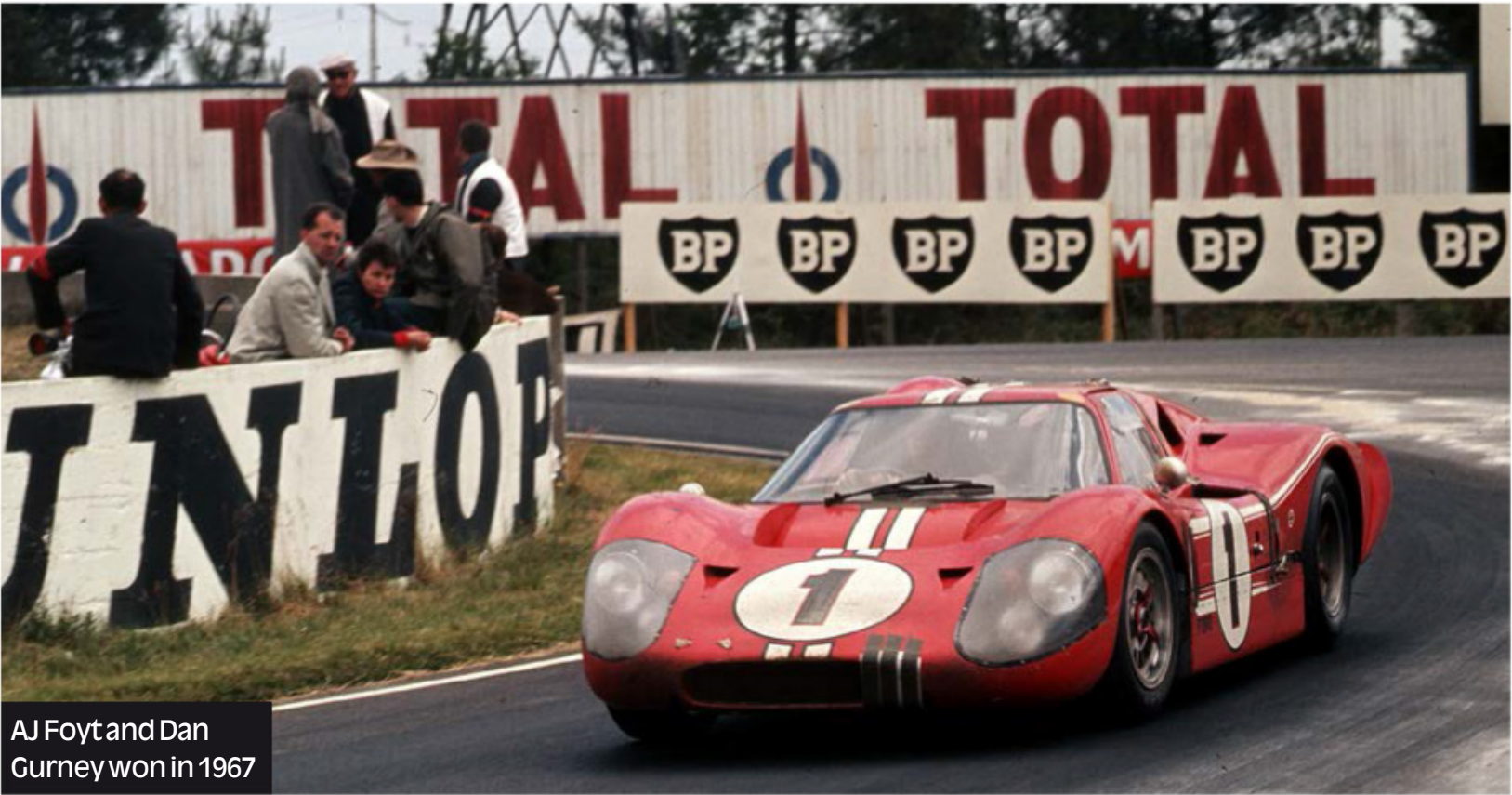
The car made its debut at Brands Hatch in 1981 with Manfred Winkelhock and Klaus Ludwig driving it but a gearbox failure put the car out of the race. For 1982, Ford pushed on with cars entered by the factory and also Zakspeed, which



The C100 project failed on the World stage in the 1982 campaign



Ken Miles and Lloyd Ruby brought the Ford GT40's first major win at the Daytona 24 Hours in 1966



AJ Foyt and Dan Gurney won in 1967



It wasn't all success, as Jo Schlesser found testing for 1964's Le Mans

had run plenty of wild and whacky Fords in the Deutsche Rennsport Meisterschaft, the DRM. Neither the DRM nor World Endurance Championship programmes were a success, amid reliability issues. Overheating and failed diffs were among the reasons for retirement. The car recorded its first finish at Silverstone, when Winkelhock and Ludwig battled to the finish in eighth, but it certainly wasn't the dominant return to top-line sportscar racing that the Ford suits were expecting.

Worse was to come at Le Mans where four cars were entered and only two competed. Marc Surer partnered Ludwig and Ford Germany ace Klaus Niedzwiedz joined Winkelhock, but neither car made it past lap 72 as both cars succumbed to electrical problems. At least, later that month, Winkelhock gave a C100 its first podium with second in Norisring's DRM race before Ludwig gave the C100 a win for the first time by winning at Hockenheim. Given that second was Niedzwiedz in a Capri Turbo, it put in context the level at which the C100 was operating...

For 1983, more work was done to the car: the suspension was redesigned front and back and then the car was reworked totally with almost everything bar the windscreen being addressed. A turbocharged version of the DFL engine was under development and a programme was set to be run with

Gordon Spice, a Ford loyalist after years of running Capris in the British Saloon Car Championship. But just a week after the revamped car's maiden test at Paul Ricard, Ford dropped a bombshell: the project was scrapped, along with the stillborn RS1700T rally concept. Ford sold C100 chassis number 04 to Martin Birrane who raced it in the new non-championship Thundersports series partnered by David Kennedy. Retirements came often but when Jim Crawford replaced Birrane at Donington Park, the orange Peer Racing car finally won, this after it had raced at Le Mans and dropped out with fuel pressure problems. The car was crashed at Brands Hatch in the Grand Prix of Europe-supporting race that September and it was the last time that the chassis was entered for a major race.

Zakspeed, though, with Ludwig and Niedzwiedz, had focused on the DRM and the two Klauses finished fifth and third respectively. With the DRM season over, Zakspeed looked at the Interserie races although no wins came. For 1984, Ford's C100 was seen mainly in just the DRM and Interserie, which Niedzwiedz won while finishing 12th in the DRM. Zakspeed also tried to run the C100 in the Nurburgring round of the World Endurance Championship: a stunning two laps were completed before driveshaft headed for the hills.

By 1985, Zakspeed was involved in Formula 1 with its own chassis, but continued to run the C100 in the DRM and Interserie with limited results as many privateers now had Porsche 956s at their disposal. Jochen Dauer tried hard with the outdated car in 1986 but struggled as did Mike Baretta in 1987 but time had overtaken the car and it was retired at the end of 1988.

Stuart Turner, who was Ford's motorsport supremo at the time, cited the reasons for cancelling the project as a combination of a bill to Spice of £660,000 and Keith Duckworth's estimation that the DFL's chances of lasting 24 hours at Le Mans were "nil". Spice had a contract and still had to be bought out of it so no money was saved, and Duckworth's DFLs finished the race in other cars, so a more likely explanation was the Turner, a rally man, wanted to channel the money into the Group B RS200 programme. And that is another story...

With no Ford money after 1983, it is no wonder that the car ailed but it could, should, have been so much better. Where Ford goes next in sportscar racing remains to be seen, but over the years it has enjoyed highs and lows and delivered some memorable cars to the grid. But for a company steeped in competition history, it is sadly missing once more from sportscar racing entry lists. ■



The Ford C100 found a happy home in German Interserie racing



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MN POLL WITH MOTUL



THE FLIERS FROM FORD: PICKING OUT THE VERY BEST

We are on the hunt for the ultimate car from the Blue Oval stable. By **Matt James**

Photos: Motorsport Images, mcklien-imagedatabase.com

Motorsport News is trying to unearth your favourite competition car from the Blue Oval.

For the purposes of this Motul-supported poll, we included works or semi-works efforts from the firm itself, rather than just Ford-motivated cars. And, even then, narrowing down the shortlist was not the work of a moment.

MN editor Matt James said: “There hasn’t been a period where Ford has not been involved in motorsport in recent generations, and so picking out our 10 favourites is hard. Of course, with cars like the Ford Escort Mk2 and the Ford Focus WRC machines, there are so many iterations of the model that we have had to be quite specific in our choices.”

The details of how to vote are in the panel net to this article. The results will be in the last issue of August, so make your voice heard.

THE NOMINEES

1 Ford Lotus Cortina

Ford’s competition boss Walter Hayes approached Lotus about putting a Lotus-derived Ford powerplant in a special version of its Cortina and a legend was born. Colin Chapman’s firm breathed on the handling and layout of the four-door saloon and it swept all before it.

Jack Sears used the car in 1963, after starting the campaign in an imported Ford Galaxie NASCAR and a Cortina until the new saloon came along late in the year. He used it to help him to the title. The following season, Formula 1 champion Jim Clark immortalised the car with his BSCC title victory.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Ford GT40

The legend of the GT40 is so strong that there have even been Hollywood films made about it. Enzo Ferrari’s snub to the Blue Oval set a chain of events in motion that culminated in the GT40. The seven-litre Mk2 version of the car

claimed Le Mans in 1966 with Chris Amon and Bruce McLaren at the wheel and then again in 1967 with Dan Gurney and AJ Foyt at the controls. John Wyer’s team added another two wins in 1968 and 1969 with the 4.9-litre Mk1 version. The legend was set in stone.



3 Ford Escort RS1800

While the Escort had been a mainstay of rallying since the model’s introduction, the RS1800 was perhaps the ultimate iteration of the car and took it to World Rally Championship glory in 1981, just on the cusp of the onslaught from four-wheel drive and Group B changing the face of the WRC for half a decade.

The R1800 was designed with mixed-surface sport in mind and it was homologated with its aluminium block engine in April 1977. With legends such as Hannu Mikkola and Bjorn Waldegard behind the wheel, it was an instant success.

4 Ford Sierra RS500

It wasn’t until 1987 that the much-vaunted Ford Sierra RS Cosworth first appeared on the tracks in the hands of Andy Rouse. The ace engineer had run an XR4Ti for 1985 and 1986 as a mobile test bed for what was to come – the competition-focused RS Cosworth. Now used to turbo tech

and how to get the most out of the Blue Oval’s flagship, Rouse was at the forefront. The RS500 came on stream in late 1987 and it was a huge hit. With victories in Germany and in the World championship, the British scene was a hotbed for the RS500 – mainly thanks to the customer cars sold by Andy Rouse Engineering.



5 Ford Mondeo Super Tourer

Prodrive got its hands on the Ford BTCC project for 1999 and had a single aim: to claim the title.

With budget concerns parked, the multi-million pound effort created the new V6-powered two-litre Mondeo, which was the car Ford had been crying out for all along. In 2000, Rickard Rydell was added to the driving strength and the Mondeo was unstoppable. Six wins took Alain Menu to the crown, which he had fought hard with Anthony Reid to land. A rule change meant the engines went quiet in 2001, but it had been a truly spectacular effort with a sweet soundtrack.



6 Ford Fiesta WRC (2017-2018)

The 2017 M-Sport Ford Fiesta was a winner right from the get-go. While many people might point to the employment of title dominator Sebastien Ogier as one of the key factors behind its success, that is to downplay the achievements of the Cockermouth team. The brand-new hatchback, built with tacit support from Ford, was a winner right from the opening round of the season when the French driver on the Monte Carlo Rally took the first of what would be five wins in the campaign. As well as gifting Ogier the drivers’ crown, the success allowed M-Sport to land its first title since 2007. The tweaked version for 2018 was another title winner in Ogier’s hands.

7 Ford F3L

When the rulemakers pushed Ford out of its factory-run GT40 programme, Alan Mann Racing picked up the slack with the Ford F3L – also known as the P68 – for the 1969 season. The car was designed by Len Bailey and much of the cash came from Ford Europe, which is why it makes this list as a ‘works’ car. It first appeared in 1967. There were moves to make a P69, an open-topped version of the car, but Jack Brabham refused to drive the car, the only one that was ever made, due to its wayward handling. The project was gently retired.



8 Ford Focus WRC (1999-2002)

There is perhaps no more evocative sight than a Martini-coloured, M-Sport-built, Ford Focus being driven by Colin McRae. The Scot had stepped away from his traditional home at Subaru and joined Malcolm Wilson’s team in his quest for a second World title. It

brought him agonisingly close in 2001 when he lost out by two points following a crash in the final event, Wales Rally GB. Such was McRae’s affinity with the car that there was only one other driver who claimed wins in it, with Carlos Sainz taking a brace in 2000 and 2002.



9 Ford RS200

Formula 1 designer Tony Southgate was responsible for some penning of the superb RS200, which was Ford’s answer to the Group B monsters of the time. When Gp B was abolished at the end of the season, all the efforts were in vain. Kalle Grundel’s third place on Rally Sweden in 1986 remains its highlight. Rallycross became a welcome home for the model after that, and Martin Schanche was among the most prolific exponents of the Blue Oval’s most powerful weapon.



10 Zakspeed Ford Capri

This is one of the most outlandish Fords ever built and must have adorned the walls of 100s of motor racing fans of the late 1970s.

Built by Ford’s official team in Germany, Zakspeed, the machine, the Mk3 version of the coupe, was built for the Deutsche Rennsport Meisterschaft (DRM) in 1978. The machine, which was powered by a 1.8-litre turbo engine, was really a spaceframed racer rather than being based on its road-going cousin. It contested the DRM from 1978 through to 1981 and allowed Klaus Ludwig to claim the national spoils in that final season.

RACING REPORTS

Photos: Ollie Read

CASTLE COMBE: CCRC BY STEVE WHITFIELD AUGUST 6



Ley took TCR race two despite finishing third



Felix Fisher (leading here) took a double in Castle Combe Formula Ford 1600

WINFIELD AND LEY SHARE TCR SPOILS

Isaac Smith consolidated his TCR UK Championship advantage during two dramatic races at Castle Combe Racing Club’s Combe Carnival. Hoping to eradicate the deficit to Smith in the standings, Chris Smiley lined up on pole for race one, but stalled and rejoined last after everyone avoided him. Adam Shepherd led until the final lap following an early safety car intervention, but suffered a puncture yards from the finish and was pipped to victory by Bruce Winfield. Bradley Hutchinson held off Smith

for third, as Smiley climbed through the field to fifth and fellow championship contender Max Hart retired with a broken driveshaft. Jac Constable won on the road ahead of fellow front-row starter Matthew Wilson in the reversed-grid race, but both were awarded 10-second penalties for jumping the start. That handed the win to Alex Ley, who had snatched the lead from the pair into Quarry on lap one before slipping back to third. Winfield was eventually classified second after he had two time penalties rescinded, with Constable third ahead of Smiley,

while Hart retired with mechanical issues again. Felix Fisher won both CCRC FF1600 contests ahead of chief rival Luke Cooper to edge closer to his first title. Cooper dropped to third at the start in both behind Ben Mitchell, who snatched the lead from Fisher into Quarry halfway through race one, before a mistake allowed both Fisher and Cooper to retake him with two laps remaining. The top-three order was the same in race two, with Cooper unable to catch Fisher after eventually getting by Mitchell.

Alistair Camp took a lights-to-flag victory in the opening Civic Cup race following a red flag for a startline crash. Dan Thackeray and Matt Luff both passed Ryan Bensley, who spun and subsequently crashed out, to finish within 1.5s of Camp in second and third. Mervyn Beckett led the first lap of a wild reversed-grid contest before being passed by Harvey Caton and then spun around at Quarry following contact with Will Redford. Caton later ran wide at Quarry, allowing Redford to get a run into the Esses, but a collision between the pair put

Caton out and allowed Morgan Bailey to sweep by into the lead. But a mechanical issue put Bailey out one lap later, with Rob Butler moving to the front ahead of Redford, where they would remain until the finish following a brief safety car period. Kevin Bird triumphed in both CCRC GT encounters in a Porsche 991 ahead of Jamie Sturgess’ VW Golf. Former British Touring Car Championship driver Lea Wood made a racing return in a Ford Escort RSR, but an electrical issue ended his day early while running sixth in race one.

RACE WINNERS

TCR UK
Race 1: Bruce Winfield (Cupra TCR);
Race 2: Alex Ley (Hyundai i30 N TCR)

CCRC FF1600
Races 1 & 2: Felix Fisher (Ray GR05)

Civic Cup
Race 1: Alistair Camp (EP3); Race 2: Rob Butler (EP3)

CCRC GTs
Races 1 & 2: Kevin Bird (Porsche 991 Carrera Cup)

CCRC Saloons
Adam Prebble (Vauxhall Astra)

CCRC Hot Hatch
Shaun Coverd (Citroen AX)

Photos: Mick Walker

OULTON PARK: HSCC BY RACHEL HARRIS-GARDINER AUGUST 6

REUBEN AND CASTALDINI PUT ON A SHOW

Nigel Reuben and Myles Castaldini of Historic Modsports proved that you don’t need to have a big field to have an exciting race. Sharing a grid with Historic Touring Cars meant that Reuben had to push his TVR Griffith through a pack first and he hadn’t counted on Castaldini, whose Davrian started right at the back due to ignition failure during qualifying. From a seemingly impossible gap, Castaldini chased down Reuben in the Modsports fight and was right on his exhaust at the end, just 0.3 seconds behind. Credit must also go to Historic Touring Cars winner Neil Wood, who had a great drive in his smart Ford Anglia and even tried to resist Reuben for a while. He won the second race, which was run as a handicap for touring cars only.

Charles Barter (Datsun 240Z) was almost not as fortunate in 70s Roadsports. He received a 10s penalty for jumping the start and it looked like Porsche driver John Williams would inherit the win. However, the driveshaft on Williams’s 911SC gave out, meaning Barter kept a safe margin to Jeremy Clark driving a Lotus Elan. Drivers returning after crashes was something of a theme. Kevin Kivlochan won the Historic Roadsports race in his AC Cobra, having not raced the car since a big accident at Cadwell and not being sure if he would be on the pace. He was challenged by Peter Garland’s Morgan +8, but pulled away in the closing stages. In Classic Clubmans, which was combined with a few Classic Formula 3 entries, Mark Charteris won both races comfortably in his Mallock

Mk20/21. This was Charteris’s first race since crashing his March 742 Formula 2 car at the Brands Hatch Superprix. Historic Formula Ford resulted in two fairly dominant wins by Samuel Harrison, driving a Merlyn Mk20, but the battle for the rest of the podium spots was lively. Ted Pearson (Merlyn Mk11A/17) kept within two seconds of Harrison in race one, then Rob Smith and Chris Porritt, both in Merlyn Mk20s, argued over third, with Smith prevailing. Harrison built up a gap to Pearson quickly in race two but a five-car chasing group was more concerned with its own rivalries. Porritt edged it very narrowly from Smith on the line, with Scott Rawlinson in an earlier Merlyn pushing through from the back to fourth. Pearson was penalised for a jumped start and dropped to sixth.



Reuben and Castaldini were Oulton Park stars

RACE WINNERS

Historic Formula Ford
Race 1 & 2: Samuel Harrison (Merlyn Mk20)

Historic Modsports & Saloons
Nigel Reuben (TVR Griffith)

Historic Touring Cars
Race 1 & 2: Neil Wood (Ford Anglia 105E)

Historic Road Sports
Kevin Kivlochan

(AC Cobra)

Classic Clubmans with Classic Formula 3
Race 1 & 2: Mark

Charteris (Mallock Mk20/21)

70s Road Sports
Charles Barter (Datsun 240Z)

RACING REPORTS

Photos: Richard Styles

SNETTERTON: ECR/MSVR BY STEPHEN LICKORISH

AUGUST 6

JAMIE PUTS THE BOOT IN FOR LIBRE GLORY



Boot powered back after a "lousy" getaway



Marl Holme (right) battles with Roberto Giordanelli's Jaguar E-type

Polesitters throwing away their qualifying advantage by making a tardy getaway was a common theme at Snetterton's Equipe Classic Racing meeting last weekend. But Jamie Boot kicked aside that disappointment to fight back and win a thrilling Equipe Libre contest.

Boot admitted he had a "lousy reaction and bogged down" at the start but had propelled his TVR Griffith back up to second by the end of lap two. An intriguing battle then played out between him and the Lotus Elan 26R Shapecraft of Robin Ellis, with the differing

characteristics of the cars making for an entertaining tussle. "I had got the power down the straights and he had the handling through the corners," said Boot.

Ultimately, the Griffith's V8 grunt eventually told and Boot stormed ahead across the startline at the beginning of lap seven of 17. He stayed clear of Ellis after the stops but was always wary of the Lotus's threat to the flag.

Behind fast-starting Rob Cull's TVR Grantura – which briefly stormed into the lead on the opening tour – the best battle was for fourth between the Ford Mustangs of Larry Tucker and Paul

Kennelly. The matching machines spent much of the race together and it was Kennelly who powered ahead on the run to the line to claim the place by just six thousandths of a second.

Cull also marched into the lead at the beginning of the Equipe GTS encounter but then "completely missed my braking point" into the Wilson Hairpin and poleman Sam Kirkpatrick's MGB shot back ahead. The duo spent much of the race close together after that, Cull drawing back alongside on a couple of occasions before later having a moment through Coram that dropped him too far adrift.

But the polesitter who lost out the most in Norfolk was Dafyd Richards in the Equipe Pre-'63 and 50s race. The Lotus Eleven pilot had virtually dropped to the tail of the pack by the time he got going but proceeded to fly through the field and was up to second by the mandatory pit visits. That proved to be as far as Richards was able to progress, however, with a misfire hindering his efforts to hunt down leader Mark Holme, whose sliding Austin-Healey 3000 was fantastic to watch. Roberto Giordanelli's Jaguar E-type led the first lap and finished third despite a faulty limited-slip differential.

James Wheeler won both of the BCV8 bouts, the opener being a straightforward victory as first Neil Fowler's and then Russell McCarthy's cars faltered just when they were starting to close. Wheeler then had much more of a fight on his hands in the sequel when race-one runner-up Ian Prior grabbed the lead at the start. Wheeler thought he had reclaimed the advantage into Riches on lap four of nine but was surprised when Prior snuck back ahead at Agostini. Wheeler took the lead for good around the outside of Wilson on the following lap and the race was then settled when Prior spun off at Williams.

RACE WINNERS	
Equipe Libre	Jamie Boot (TVR Griffith)
Equipe GTS	Sam Kirkpatrick (MGB Roadster)
Equipe Pre-'63 and 50s	Mark Holme (Austin-Healey 3000 Mk2)
BCV8s	
Races 1 & 2:	James Wheeler (MGB GT V8)

Photos: Mick Walker

CROFT: BARC BY PETER SCHERER

AUGUST 6-7



Adnitt (97) and Crispin (89) were in heart of 2CV action



Turiccki was the star of the Pickup races

TURICCKI SCORES A PICKUP TRUCK RACING HAT-TRICK

George Turiccki proved unbeatable as he won all three Pickup races. He left it until the last corner in race one, though, before wresting the laurels from Reece Jones.

Jones then spun exiting the Hairpin, which dropped him to fourth behind Allen Cooper and Mark Willis. Paul Tompkins briefly led both the second and third races, before Turiccki took charge. In the second, he got by down the inside into Tower on lap two with Jones soon following

again to head the pursuit.

But after two safety car laps it was a one-lap sprint to the flag with Tompkins regaining his lost place from Jones while Cooper was a close fourth.

In race three, Dale Gent and Jones gradually escaped from the pack to share the podium with Turiccki.

After a three-way battle in the first 2CV race between Nick Crispin, Gary Adnitt and David O'Keeffe, it all came down to the last lap. All three had led but

Adnitt had the advantage onto the final lap.

Exiting the Hairpin however it was virtually side by side with Adnitt just inches ahead, before O'Keeffe managed to find just enough pace to take victory by just 0.049 seconds as Crispin looked on from third.

With Adnitt, Crispin and Luca Proietti making an early break in race two, it took O'Keeffe a few laps to join them. Adnitt held the advantage until lap seven when Crispin and Proietti both got by

around the outside at Sunny.

Into Tower with a lap go Crispin and Proietti were through but O'Keeffe lost his brakes and went down the inside of Adnitt. The erstwhile leader was sent bouncing into the field, while O'Keeffe managed to recover to take third.

Jamie Petters was just about holding off Daire Flock in the first Junior Saloon race, until they shared an exchange at Tower on lap six.

Red flags then came out and that put luck on Petters' side, as he finished the shortened race with a

front puncture. With Harvey Dent retiring, Maximus Hall followed Flock to complete the podium.

Dent built up a good early lead in race two, which he retained throughout, despite a safety car intervention. Hall and Petters had battled for second, but after the safety car Petters fell back with brake problems and with CJ Morgan exiting the final hairpin on the grass, Harry Hickton finally claimed third.

Petters claimed his second win of the weekend after ousting Dent

into Clervaux on lap five. Flock had followed a lap later before pitting, which left Petters well ahead as Dent and Hickton completed the podium in another red-flagged conclusion.

In CNC Heads Sports and Saloons it was comfortable double win for Jon Woolfitt's Spire. There were double wins too in all three Caterham Graduates Classes, Harry Senior (150 Sigma), Jamie Winrow (135 Sigma) and Kevin Barrett (Sigmax).

RACE WINNERS	
Pickups	
Races 1,2 & 3:	George Turiccki
2CV	
Race 1:	David O'Keeffe; Race 2: Nick Crispin
Junior Saloons	
Races 1 & 3:	Jamie Petters; Race 2: Harvey Dent
CNC Heads Sports Saloons	
Races 1 & 2:	Jon Woolfitt
Caterham Graduates – Sigma 150	
Races 1 & 2:	Harry Senior
Caterham Graduates – Sigma 130	
Races 1 & 2:	Jamie Winrow
Caterham Graduates – Sigmax	
Races 1 & 2:	Kevin Barrett

RACING REPORTS

Photos: Steve Jones

DONINGTON: 750MC BY MARCUS PYE

AUGUST 6-7



GORE GRABS GOLD AMID F1000 CHAOS

A controversial collision between erstwhile F1000 championship leaders Rob Welham and race-one victor Tom Gadd, who had screamed from the back to lead the epic last race, left both battered Jedi-Suzukis in the barriers at the chicane.

Dan Gore zipped through to victory, his only finish of the weekend. Matthew Booth, who failed to win a round for the first time in four triple-headers, heads the tight points chase to Anglesey, while race-two winner Lee Morgan reduced the lap record to 1m05.52s (108.79mph).

Driving the Sports 1000 Mittell

developed by dad Steve, quadruple Formula Vee champion Paul Smith stemmed Richard Webb’s seven-race unbeaten run as clutch problems slowed the Spire man. Undeterred, Webb aced Sunday’s dogfights, Smith retiring from the latter in which defending double titlist Ryan Yarrow (Spire) gratefully grabbed second.

Two offs on lap one of the Type R Trophy opener inspired third qualifier and joint points leader Jake Hewlett’s fight back from 27th to 14th. From there he scythed through to win the second race brilliantly from rival Chris Nylan, who had finished third to Danny Hobson and protege Joe Jessup earlier on. The

other saloon bouts, plus the excellent Armed Forces Racing Challenges, saw double wins in packed grids.

Even from row five of the Mazda MX-5 Cup’s reversed top 10 finale grid, Ben Short extended his 2022 record to 12 wins – and he sat out the other two at Silverstone. Ben Abbott, Ligier prototype racer George King, Jordan Johnson and veteran Scott Leach got closest to unseating Short as Ben Hancy endured a difficult weekend.

Mighty E46 M3s dominated the BMW Cup races, Irishman Niall Bradley and Graham Crowhurst winning one apiece. Having missed qualifying to attend a wedding, the unbeaten Lee Piercey

(E36) growled through the field to six-cylinder victory, then doubled up, beating Dan Harborow’s super E30 320i) and Jim Benson (E46 330ci) respectively. Paul Cook shot his E46 M3 from the back to second in race two.

The Ultimate BMW curtain closer had sim racer Jack Smith, 22, make a sensational real-time debut in David Kempton’s stunningly liveried Smartfi E36 M3. Smith gave poleman Kevin Clarke a run for his money, leading him for a few laps after the stops, and finishing second, only to be excluded for overtaking under yellows. The two-car relay team of Bradley and Crowhurst was the only other unlappped combo.

RACE WINNERS	
F1000 Race 1: Tom Gadd; Race 2: Lee Morgan; Race 3: Dan Gore	Wright (Honda Civic Type-R)
Sports 1000 Race 1: Paul Smith (Mittell SSRD MC-53); Races 2 & 3: Richard Webb (Spire RGBR)	5Club MX5 Cup Races 1,2 & 3: Ben Short
Type R Trophy Race 1 Danny Hobson; Race 2: Jake Hewlett	Armed Forces Race Challenge Races 1 & 2: Simon Wing (Peugeot 205 GTI)
Clio Sport Races 1 & 2: Andrew Harding (197)	116 Trophy Louis Woodward
Hot Hatch Races 1 & 2: Philip	BMW CCR Race 1: Niall Bradley (E46 M3); Race 2: Graham Crowhurst (E46 M3)
	Ultimate BMW Kevin Clarke (M3 CSL)

116 TROPHY



Woodward (ahead) used perfect timing to prevail

Woodward rides his luck for 116 triumph

A perfectly timed first pitstop after 12 laps, moments before a safety car interlude during which the window was suspended, enabled Louis Woodward to establish an advantage of more than a minute that he protected through the second stops to win Sunday’s 90-minute Gaz Shocks 116 Trophy race,

watched by an appreciative BMW Sommerfest audience.

Having made the early running with Jack Godden and Tom Sibley – who both enjoyed turns ahead – soloist Woodward joined the queue behind the MSV BMW course car without losing a lap, which flummoxed his 38 rivals. While Godden relayed dad Chris and Sibley was

relieved by Lewis Tindall in the middle stints, Woodward barely slowed as he became the fifth winner in five races in 2022.

Sibley’s fastest lap of 1m30.27s (78.96mph) was set before Godden rounded Woodward boldly on the uphill Schwantz arc then retook the lead, but Godden equalled it as he clawed the family E87 back to 10th

having faded in the middle phase. Sibley/Tindall and Anthony Seddon/Alan Corfield completed the podium, ahead of Matthew Highcock, advantaged when Antonio Almeida Souza, who finished ahead on the road, was among 17 drivers who attracted time penalties for exceeding track limits.

Photos: Gary Hawkins

BRANDS HATCH: MSVR BY MARK LIBBETER

AUGUST 6-7

SMITH THE CENTRE OF MINI DRAMA



Ex-BTCC man Jeff Smith headed a tense Miglia battle

There was entertainment aplenty at the 10th anniversary Mini Festival last weekend and former British touring car star Jeff Smith was at the centre of the drama.

Smith won a thrilling opening Mini Miglia race after he came out on top in a six-way battle for honours. Aaron Smith came through to claim second ahead of Andrew Jordan, but not before Endaf Owens had spun out of the leading group after clipping the back of tailender Richard Bartlett at Graham Hill Bend. Reigning category champion columnist Jordan charged back from being forced off-track at Druids on lap one to win the second encounter from Ashley Davies, while Rupert Deeth brought his damaged car home third after Jeff Smith had

clattered into him at McLaren while dicing for the lead earlier.

Smith battled with namesake Aaron Smith again in the opening Pre-’66 Mini contest as the duo fought for second with fellow Miglia racer Chris Morgan. Victory in the race was taken by Joe Ferguson following a dominant performance from pole. Ferguson was a frustrated second in two, as Jeff Smith battled his way through to claim the win.

The first ever standalone races for the Mini Se7en S-Class were full of excitement. Series leader Matt Ayres won the opening encounter after jostling with Damien Harrington, Michael Winkworth and Frazer Hack for much of the 19-lap race. Hack and Winkworth were both forced to retire from the second contest with accident

damage, helping Harrington to claim his first win of the year from Ayres and Ben Seyfried.

Mike Jordan took his tally of Mini Se7en wins to seven after claiming victory in both races, his win in race two coming off the back of a rapid start from the fourth row. Ross Billison held off Glen Woodbridge to claim second in the first encounter before Joe Thompson beat Woodbridge to the runner-up spot in race two after Woodbridge was hampered by a late misfire.

Jordan Dempsey was one of the non-Mini racers to claim a double success over the weekend, stepping up his preparations for the upcoming National FF1600 races at Brands by winning both United Formula Ford/Champion of Brands races aboard his Spectrum 011C ahead of Colin Queen’s Ray GR18.

RACE WINNERS	
Mini Miglia Race 1: Jeff Smith; Race 2: Andrew Jordan	Ayres; Race 2: Damien Harrington
Mini Se7en Races 1 & 2: Mike Jordan	United Formula Ford/Champion of Brands Races 1 & 2: Jordan Dempsey (Spectrum 011C)
Fastest Mini in the World Races 1 & 2: Harvey Death (Mini Cooper SV8)	Production GTI Championship Race 1: Martyn Walsh; Race 2: Henry Riley
Super Mighty Minis/Mighty Minis Races 1 & 2: Neven Kirkpatrick	Racing Saloons Races 1 & 2: Gavin Dunn (BMW E36)
Pre-’66 Minis Race 1: Joe Ferguson; Race 2: Jeff Smith	MSVR Allcomers Races 1 & 2: Ian McDonald (Radical SR3 RS)
Mini 7 Se7en S-Class Race 1: Matthew	Z Cars Championship Races 1 & 2: Edd Giddings

RALLY REPORTS

Photos: Tony North

ST WILFRIDS: HRCR BY BRIAN GOFF

AUGUST 7

WILLAN VICTORIOUS ON ST WILFRIDS

Dan Willan and Andy Pullan posted a commanding win on the St Wilfrids Historic rally in their Volvo PV544 and in doing so put one hand on the Motorsport News HRCR Clubmans Championship.

John Haygarth and John Youd were two minutes in arrears in their Opel Kadett with Les Andrew on the podium for the first time in third place in his Peugeot 104ZS ably assisted by Henry Carr.

Forty nine competitors started the event from Thirsk with 14 tests and five regularities around the lanes of North Yorkshire. Reg two caught out a number of competitors around Skipton-on-Swale. James Griffiths/James Howell were narrow winners from Willan/Pullan and Leigh Powley/Brian Goff (Toyota Corolla).

Four slippery tests on grass in Sutton Howgrave followed. Jason and Dan Stone found traction in their Ford Escort to post the quickest time from Paul Crosby/Ali Proctor (Porsche 911) and Powley.

At the coffee halt results showed that consistency on the tests and regularities was working well for Gavin Rogers and Cath Woodman in their Reliant Scimitar who led by two seconds from Stone and four seconds ahead of Powley.

Four more tests in Lightwater Valley quarry followed. Dust was a problem as was grip on the gravel surface. The Stone brothers continued their test dominance by being fastest on all four with Willan and Powley close behind. Reg three followed around Thornton Watlass village. Griffiths/Howell were the lowest score by far in their Mini with Willan/Pullan 10s behind. The Stone brothers had a problem and lost time dropping them down the order.

At lunch results showed Rogers/Woodman maintaining their lead, six seconds ahead of Griffiths and 14s ahead of Willan who moved up to third place. More tests followed lunch, with a repeat of the morning's tests albeit in reverse. Powley was the quickest on the first two

tests with Willan close behind.

After four tests at Lightwater Valley two regularities remained. Reg five was a plot-and-bash affair that is always a sting in the tail. A tricky spot height plot used a white road lay-by known to local crews. Three-quarters of the entry missed this including Crosby, Powley, Griffiths and Rogers; this cost Rogers victory. Willan/Pullan kept their cool and were the best on the reg followed by Stone/Stone.

Final results showed that Willan had taken his fifth win of the year this time with Pullan on the maps. The Stone brothers were best experts and Paul and Sandra Heaney best novices in their Lancia Fulvia.

Results
Organisers: Ripon Motor Club **When:** August 7. **Where:** Thirsk North Yorks. **Championships:** MN HRCR Clubmans. **Starters:** 49.
1 Dan Willan/Andy Pullan (Volvo PV544) 19m40s; 2 John Haygarth/John Youd (Opel Kadett) +2m11s; 3 Les Andrew/Henry Carr (Peugeot 104ZS); 4 Jason Stone/Dan Stone (Ford Escort); 5 Ken Binstead/Sarah Binstead (MGB); 6 Jonathan Swales/Anji Martin (Austin Mini); 7 Simon Malins/Suzanne Barker (Hillman Hunter); 8 Hugh Garnish/David Bell (Ford Fiesta); 9 Gavin Rogers/Cath Woodman (Reliant Scimitar); 10 Paul Crosby/Ali Proctor (Porsche 911). **Class winners:** Stone/Stone; Paul Heaney/Sandra Heaney (Lancia Fulvia).



Willan has neared the title with win

Photos: Phil James

HEROES STAGES: WEETON BY PHIL JAMES

AUGUST 7



Hope and Smith were the class of the field in their Iriz

HOPE SPRINGS ETERNAL FOR WEETON CAMP VICTORY

Julian Hope and Reg Smith set a string of fastest stage times to bring their Proton Iriz R5 to victory on the Heroes Stages Rally, finishing more than a minute ahead of the Ford Escort Cosworth of husband-and-wife pairing Keith and Jackie Richardson.

It was a day of firsts for Hope at Weeton, his first rally of the year, his first with co-driver Smith and his first ever outright rally win. Heading the standings throughout the Proton crew set fastest time on all but one stage, conceding SS3 to the Richardsons by a solitary second. Mike Taylor and Louise

Gilks completed the podium places despite ending the final stage with their Sunbeam Lotus suffering some steering issues after an anti-roll bar snapped.

Steven Ormond-Smith and debutant co-driver Lucy Ward had been on course for a fourth-place finish before a last-stage altercation with a kerb left their Mitsubishi Lancer E9 minus a wheel. That allowed Dave Hornbrook and Ann Forster to move their Lancer E7 up the order as did Steve Hopewell and Mike Smith (Ford Escort Mk2).

Class 2 winners Adam Philpotts and Sion Rowland brought their

Nissan Micra home sixth, despite steering issues, ahead of the Class 4-winning Renault Clio 182 of David Gratrix and Iain Reece.

There were also class wins for Peugeot 106 pairing Louis Baines and Kris Coombes and the Nissan Micra of Stephen and David Terry who finished eighth and ninth respectively. David Cluckie and Ealish Baxter found their BMW 325 to be down on power but still completed the top 10 while Mick Smith and Paul Stringer were the best of the Mini crews securing the 2022 Mini Cooper Challenge series in the process.

Max Speed and Alan Gilbert

took the Junior Rally victory bring their Peugeot 107 home 16 seconds clear of the Citroen C1 of David Burden and Peter Williams.

Results
Organisers: Pendle & District Motor Club; Garstang & Preston Motor Club. **When:** August 7. **Where:** Weeton Camp, Nr. Blackpool. **Stages:** 8 **Starters:** 58.
1 Julian Hope/Reg Smith (Proton Iriz R5) 50m43s; 2 Keith Richardson/Jackie Richardson (Ford Escort Cosworth) +1m05s; 3 Mike Taylor/Louise Gilks (Talbot Sunbeam Lotus); 4 Dave Hornbrook/Ann Forster (Mitsubishi Lancer E7); 5 Steve Hopewell/Mike Smith (Ford Escort Mk2); 6 Adam Philpotts/Sion Rowlands (Nissan Micra); 7 David Gratrix/Iain Reece (Renault Clio 182); 8 Louis Baines/Kris Coombes (Peugeot 106); 9 Stephen Terry/David Terry (Nissan Micra); 10 David Cluckie/Ealish Baxter (BMW 325). **Class winners:** David Clucas/Jess Quirk (Nissan Micra); Philpotts/Rowlands; Baines/Coombes; Gratrix/Reece; Taylor/Gilks; Richardson/Richardson; Max Speed/Alan Gilbert (Peugeot 107).

Photos: Chicane Media

TYNESIDE STAGES: OTTERBURN BY JOHN FIFE

AUGUST 7



Taylor took a third victory on the Otterburn stages

TAYLOR TAMES OTTERBURN FOR A THIRD TIME

Peter Taylor hasn't contested a full season of rallying for four years but proved himself again the 'Master of Otterburn' when he won Sunday's Tyneside Stages Rally. This was his third Tyneside win and he is a previous winner of the Cheviot Stages that also runs through the Otterburn MoD ranges.

Taylor and Jack Morton didn't have it all their own way as Neil Roskell and Andrew Roughhead equalled their time on the first stage and went quicker on SS2

and 3. The first three tests were repeated and by this time Taylor had properly warmed up the Fiesta WRC and himself. He trounced the bogey time on the second run through the 7.5-mile Dudlees test, grabbed the rally lead on the next stage, and never looked back.

On only his third visit to Otterburn, Roskell's pace in the Fiesta R5 was breathtaking. Even more remarkable since his first visit a year ago only lasted as far as the first corner of the first stage. This time he kept the

pressure on, finishing a mere 23 seconds behind Taylor and well over a minute clear of the Fiesta Rally2 of Stephen Simpson and Patrick Walsh.

Damian and Charly Cole were fourth in their Škoda Fabia R5+ but Jonathan Mounsey and Richard Wardle's fifth place in the Ford Fiesta Rally2 has kept them in the lead of the North of England Tarmacadam Championship, although Roskell has now closed the gap to nine points with two rounds to go.

Results
Tyneside Stages Rally
Organiser: Alnwick and Berwick District Motor Clubs **When:** August 7 **Where:** Otterburn **Stages:** 12 **Starters:** 62
1 Peter Taylor/Jack Morton (Ford Fiesta WRC) 50m55s; 2 Neil Roskell/Andrew Roughhead (Ford Fiesta R5) +23s; 3 Stephen Simpson/Patrick Walsh (Ford Fiesta Rally2); 4 Damian Cole/Charly Cole (Škoda Fabia R5+); 5 Jonathan Mounsey/Richard Wardle (Ford Fiesta Rally2); 6 Stephen Petch/Stuart Loudon (Ford Fiesta Rally2); 7 Joe Mckeand/Charlotte McDowall (Subaru Impreza); 8 Alistair Inglis/Colin Inglis (Ford Fiesta Rally2); 9 Richard Slinger/Stuart Walker (Ford Escort Mk2); 10 Ewan Tindall/Rob Fagg (Mitsubishi Lancer E9). **Class winners:** Nicky Cowperthwaite/James Wood (Opel Corsa); Barry Lindsay/Caroline Lodge (Peugeot 106 GTi); Michael Harbour/Cameron Dunn (Ford Escort Mk2); Slinger/Walker.

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EXCLUSIVE Q&A:

ROB COLLARD
The tin-top battler and British GT champ tackles the readers' questions p20

Heartbreak for the Ferrari man as he crashes out of French Grand Prix

LECLERC: I MUST STAMP OUT UNFORCED ERRORS

By Matt James

Ferrari star Charles Leclerc has promised to eradicate mistakes from his driving after crashing out of the lead of the French Grand Prix last weekend, which handed the victory to Red Bull rival Max Verstappen. Leclerc led from pole but slid wide at Turn 11 on lap 18 to hand the glory to Verstappen. The Monaco-based driver was left heartbroken. "I'll keep doing those mistakes then it is pointless to be performing at a very high level," he said. "I will try and get better but this is not good." Team principal Mattia Binotto backed his driver after the error. He said: "In a week's time we have Hungary, important to turn the page and look forward. It will be hot and again about tyre management and overheating. So there is plenty of reason to smile so our objective should not be winning but a 1-2." Verstappen's victory means that the World champion now has a 63-point buffer at the head of the points table.

French GP report, page 4

INSIGHT

GOING FOR BROKE ON THE HILLS
Why one man is aiming for 1000bhp p16

REPORT

GREER SNAPS UP THE NI RALLY TITLE
Perfect Down Rally hands crown to Citroen man p29

Leclerc slid off on lap 18 in France

Leclerc was frank after the shunt

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WHAT'S ON

YOUTUBE REVIEW

With this Motorsport News being a special Ford celebration, Andy Rouse being our esteemed readers' Q&A guest, and the Sierra RS500 featuring in our favourite Ford poll, there's only one place our YouTube review can go.

We head back to 1988 at Brands Hatch, and one of the British Touring Car

Championship's most famous battles. RS500 on RS500. Rouse vs Steve Soper in the Eggenberger Sierra version. Proof positive of the adage that you only need two cars to make a race.

Rouse and Soper leave the rest behind (Karl Jones ran third before a turbo failure) and engage in the most frantic scrap. Rouse had an experimental

engine giving extra straightline urge, but Soper doesn't relent. Even the weather intervenes. And at the battle's crunch point look out for the unidentified car having a curious off-track moment. You can experience all this at: youtube.com/watch?v=M41XoBNWDac or search for 'Rouse Soper 1988'.

Graham Keilloh



Let battle commence: Rouse and Soper set off...

TV GUIDE



British GT '22 races will be reshown on Sky Sports F1

Sky Sports F1 gives a few opportunities this week to catch up on several categories' seasons so far. It starts today (Thursday) with Formula 1's Monaco, Azerbaijan and Canada races shown in full twice on a loop, starting at 1100hrs, and tomorrow it does similar with Britain, Austria and Hungary's events, starting at 1130hrs.

Come Saturday the channel shows highlights of this year's IndyCar races, starting at 1000hrs, and on Sunday it does the same with 2022's

British GT action and that from its supporting GB3 championship, starting at 1100hrs. While on Monday it's FIA Formula 3's turn.

Eurosport 2 on Monday offers chances to catch up with this weekend's Formula E Seoul double-header season finale, with highlights shown first at 1700hrs-1800hrs and again at 2100hrs-2200hrs.

While BT Sport wraps 2022's Asian Le Mans Series today at 1330hrs-1430hrs on BT Sport 2 and on Sunday at 0500hrs-0600hrs on BT Sport 1.

LIVE TV

BRITISH TOURING CAR CHAMPIONSHIP SNETTERTON Races and supports: Sunday, 1200hrs-1505hrs, ITV1; 1500hrs-1805hrs, ITV4

FORMULA E SEOUL

Race 1: Saturday, 0730hrs-0930hrs, Channel 4; **Saturday,** 0730hrs-0935hrs, Eurosport 2
Race 2: Sunday, 0730hrs-0930hrs, Channel 4; **Sunday,** 0730hrs-0935hrs, Eurosport 2

WORLD RALLYCROSS CHAMPIONSHIP NORWAY

Final: Sunday, 1600hrs-1715hrs, BT Sport 4

NASCAR RICHMOND

Trucks race: Sunday, 0030hrs-0330hrs, Premier Sports 2
Cup race: Sunday, 1930hrs-2330hrs, Premier Sports 2

WHAT'S ON

RALLYING SATURDAY

■ **Grampian Forest Rally (Scotland)** Stonehaven and District Motor Club (spectators admitted) grampianforestrally.co.uk

RACING FRIDAY-SUNDAY

■ **Anglesey, N Wales**
Fun Cup night race: Super Classic FF1600, Fun Cup, Caterham UK, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy Starts Friday, qualifying from 2145hrs, Saturday, racing from 1310hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs (practice from 1000hrs) Admission £15 Web angleseycircuit.co.uk

SATURDAY

■ **Oulton Park International, Cheshire**
MSVR meeting: Classic FF1600, Radical Challenge, Radical SR1 Cup, Sports 2000, Clubmans, Allcomers Starts racing from 1145hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Brands Hatch GP, Kent**
MSVR meeting: Trackday Championship, Trackday Trophy, Pre '66 Touring Cars, Pre '83 Touring Cars, Blue Oval Saloons/Classic and Historic

Thunder Saloons/Pre 2003/ Pre '93 Touring Cars, Tin Tops/ Super Saloons Starts racing from 1200hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Silverstone National, Northants**
BDC meeting: Bentleys, Allcomers, Bentley Handicap, Morgans, FISCAR, Midget/ Sprite, Ecurie Classic, Pre War Sports Starts racing from 1305hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

SATURDAY-SUNDAY

■ **Snetterton 300, Norfolk**
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta GT4, Ginetta Junior, Mini Starts Saturday, racing from 1330hrs (qualifying from 0905hrs) Sunday, racing from 0910hrs Admission adult £33, under 13 free Web msv.com Contact 0344 225 4422

SUNDAY

■ **Brands Hatch Indy, Kent**
Festival Italia: Ferrari Club, Ferrari Formula Classic, Alfa Romeo, Classic Alfa Starts racing from 1250hrs (qualifying from 1000hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422
■ **Donington Park National, Leics**

BARC meeting: Britcar Trophy, MGOC, Kumho BMW, Hyundai Coupe, Welsh Sports and Saloons Starts racing from 1120hrs (qualifying from 0910hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SPORTING SCENE FRIDAY-SUNDAY

■ **Hendesford Hills, Cannock**
National Hot Rods National Championship Starts: 1400hrs (Fri), 1300hrs (Sat and Sun). Admission (Sun prices): adults £30, concessions £28, children 5-14 £10, kids go free Web: spedeworth.co.uk

SATURDAY

■ **Skegness Raceway, Lincs**
Brisca F1 World Final semi-final Starts: 1800hrs Admission: adults £25, concessions £23, Junior 13-15 years £9, kids go free Web: skegness-raceway.info

SATURDAY-SUNDAY

■ **Shelsley Walsh, Worcs**
British Hillclimb Championship Starts: 0900hrs (both days) Admission: Saturday £12, Sunday £16, children under 16 go free. Web: shelsleywalsh.com
Details correct at time of going to press. Please check with organisers before travelling

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Gold Cup single-seater high drama, sent in by David Harbey



Alex Ireland's pic of Aiden Moffat



Bob Sketchley caught GT icons



Martini F2, from Graham Lomax



Rich Cranston enjoyed Oulton

NEXT EDITION

READERS' Q&A:
RALLYCROSS HERO
JOHN WELCH
The mixed-surface master tackles the questions from you!



TIN-TOP BATTLEERS GO FOR IT IN NORFOLK

Who will be top of the BTCC pile at Snetterton?



OUT THURSDAY, AUGUST 18

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EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor:

Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor:

Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors

Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director:

Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager:

Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
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Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

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Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Andy Welch

Advert Production Supervisor

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